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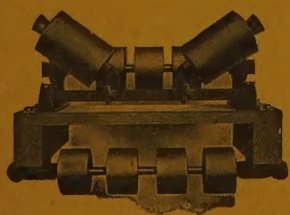
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Cargill Elevator Co., field seeds.*
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Texas-Oklahoma Grain Co., grain, seeds, hay.

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Thompson Grain Co., H. C., grain and mill feeds.
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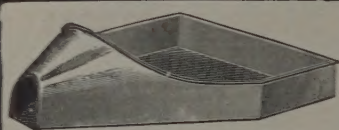
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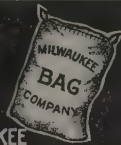
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 GRAIN AND CLOVER SEED
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KANSAS WHEAT
THE S. R. WASHER GRAIN CO.
 ATCHISON KANSAS
 Receivers and Shippers
 of all Kinds of Grain
 WRITE US

Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.
 Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

203-16 Chamber of Commerce
 BUFFALO, N. Y.

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana, and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

EDWARD P. MERRILL
 GRAIN BROKER

PORTLAND - MAINE
 Wanted, a Good Corn Account

SHIPPERS
 of CORN AND OATS
McCRAY, MORRISON & CO.
 KENTLAND, IND.

McLane, Swift & Co.
 Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
 BATTLE CREEK, :: MICHIGAN

BONACKER BROTHERS

Brokers and Manufacturers Agents

**Grain, Hay, Flour
 and Millfeed**

PENSACOLA, FLA. and TAMPA, FLA.

A. F. LEONHARDT & CO.
 GRAIN AND HAY
 NEW ORLEANS, LA.

THE UNION ELEVATOR CO.

Buyers and Shippers of

Corn, Oats, Wheat, Hay & Straw
 CLEVELAND, OHIO

41% protein, cotton seed meal, car lots and ten lots.

W. A. THOMSON & CO.
 CORN, OATS and RYE
 LOUISVILLE, KENTUCKY
 LET US HEAR FROM YOU

H. C. THOMPSON GRAIN CO.
 Receivers and shippers of
 GRAIN, MILL FEED AND ALFALFA MEAL
 Get our prices before buying or selling.
 207 Board of Trade WICHITA, KANS.

BUCKLEY, PURSLEY & CO.
 Commission Merchants
 GRAIN AND SEEDS
 PEORIA, ILLS.

HARRISBURG FEED & GRAIN COMPANY
 ORGANIZED 1901
JAMES W. BARKER, Manager
 HARRISBURG, PENNSYLVANIA
 — GRAIN—FEED—HAY—STRAW —
 Car Lots Only
 Our manager has been buying grain in Pennsylvania since 1886

YOU
 Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.



TURTLE & COMPANY

CAR LOTS

of all kinds of grain

IN and OUT of

**DULUTH or
 MINNEAPOLIS**

Write Us

H. J. Hasenwinkle Co., want your consignments for the Memphis market.

The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

The Standard Cleaner No. 230

Capacity—Solidity—Even Blast Standard
Regulators—Automatic Vibrators



This machine is fully equipped as per above specifications with all of our exclusive patented devices.

For cleaning grain, seeds or beans it has no superior.

We guarantee each machine and will ship on thirty days' free trial, if desired. Write us.

INTERNATIONAL MFG, CO., Crestline, O.

Do Not Wait

until your elevator is full of hot
or damp grain before ordering a

HESS IDEAL DRIER

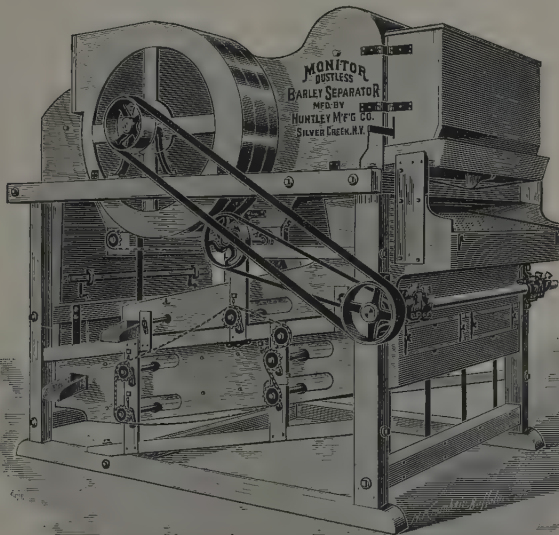
which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

Write to-day.

Hess Warming & Ventilating Co.
907 Tacoma Bldg., Chicago, Ill.

Ask us about the Hess U. S.
MOISTURE TESTER.

THE MONITOR



Barley Cleaner

HUNTLEY MFG. CO.,

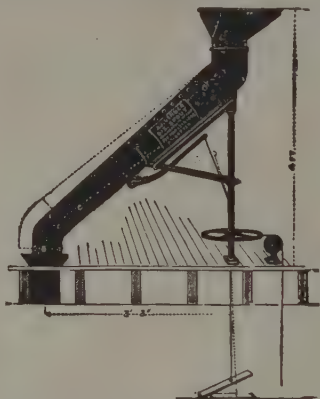
Silver Creek,
N. Y.

DIRTY BARLEY

direct from the thresher is thoroughly cleaned on this machine. In one operation results are obtained that are superior to two cleanings on other separators. That's a strong statement. We have the proof, however, and a long list of satisfied users to back us up. Exclusive improved features, resulting from a long experience in building barley cleaning machinery place us in a position to guarantee better results than you are now obtaining. We don't care what you are using, we will allow you trial on your own floors, cleaning your barley better and more economically, or no sale. When you want cleaned barley, without loss, you will use a **MONITOR**—just as a majority of the prominent dealers are doing.

Good Spouts Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.

A POSTAL TESTIMONIAL

THE WANT AD.

ELEVATOR at Good Grain point wanted in exchange for good corn and wheat farm near Lamar, Mo. C. J. Meyer, Peotone, Ill.

THE EFFECT

*Grain Dealers Journal
Chicago*

*Genl's:—Yours of the 15th is at hand. In reply say that I have quite a number of replies to my "ad" and others coming. So you may discontinue my "ad" for the present. Very respy. yours C. J. Meyer
Peotone, Ills. Nov 18.*

Opportunities are quickly found by a want ad. in the Grain Dealers Journal. Cost is only 15 cents per type line per insertion.

SOLID WOVEN SEAMLESS RUBBER BELTING

That cannot separate in the plies or split in the seams.

When you are in need of a leg or conveyor belting you should investigate

"R. F. & C." BELTING

(Rubber) (Filled) (Covered)
TRADE MARK Registered U. S. Pat. Office

and "R. F." BELTING

(Rubber) (Filled)
TRADE MARK Registered U. S. Pat. Office

This belting is a solid woven cotton fabric, rubber-filled and covered, built up in looms on scientific principles, whereby a maximum of strength and minimum of stretch is obtained and is in every feature superior to old style cemented ply rubber belting as well as cotton or canvas belting. It is not affected by atmospheric conditions—it has greater pliability, resulting in better pulley contact and more power than any other belt.

"R. F." and "R. F. C." Solid Woven Belting is now in use in a large percentage of Elevators in the United States and Canada, is recognized by progressive Elevator builders and operators as the most economical and satisfactory belt to be had for leg or conveyor work.

If interested and you want the best, write us for particulars and samples.

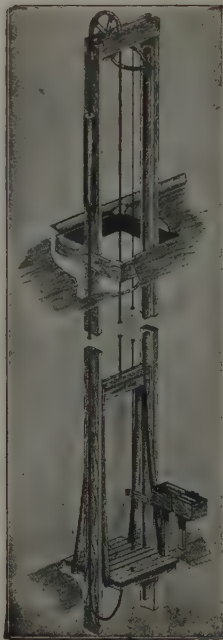
Every user of this belt is a booster for it.

W. H. Salisbury & Co., (Inc.)

Established 1885

166-168 Wabash Avenue

CHICAGO



YOU

Cannot afford to be without one of our Safety Man-Lifts in your Elevator.

DECREASE THE COST OF INSURANCE.

Once used you cannot climb your old stairway.

Perfectly safe and inexpensive to install.

Let us tell you more about them and the cost.

Philip Smith Mfg. Co.
SIDNEY, OHIO.

GRAIN ELEVATOR BUILDERS

B. J. CARRICO

Designer and Builder of
Flour Mills and Grain Elevators
Hoxie Bldg., FORT WORTH, TEX.

J. A. HORN

DESIGNER AND BUILDER
Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

C. O. KELTY

J. L. WEYHING

KELTY & WEYHING

Engineers and Erectors
ELEVATORS, MILLS

11 N. Harrah Street
Phone 2826

OKLAHOMA CITY, OKLA.



M. J. Travis & Co.

Builders of Grain
Elevators in Wood and
Reinforced Concrete
KANSAS CITY, MO.



Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

FRED FRIEDLINE & CO.

Elevator Engineers

253-261 La Salle St.,

Plans and Specifications
Machinery and Contracting. CHICAGO

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

R. M. VAN NESS, Fairbury, Neb.

I BUILD TO PLEASE Grain Elevators and Warehouses

Plans and Specifications furnished
on application.

G. F. McCURLEY, Wichita, Kans.

L. T. STROMSWOLD & CO. ELEVATOR CONTRACTORS

We design and build grain elevators through-
out the Northwest.

Write us for Plans and Specifications.
MINOT, : NORTH DAKOTA



We Build

the most economical, the
most satisfactory

Concrete Storage Elevator

in this country. Get our
figures and more informa-
tion.

Finton Grain Elevator
Construction Company
Appleton, Wis.

THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction
elevator because:

It costs less.

Can be built quicker and at all seasons of
the year.

It keeps the grain absolutely free from
moisture.

There is no danger of cracked walls or
from settling foundations.

In case it is desired to move the elevator
there is at least 50% salvage.

MINNEAPOLIS, MINN.

WELL! WELL! WELL!

What about that modern Elevator.
Let your contract to

W. H. CRAMER, St. Paul, Neb.

and you are sure to get a modern Elevator.
Best of references.

Oliver Construction Co.

Designers and Builders of

GRAIN ELEVATORS

Homer, - - Illinois

L. BUEGE

THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind
of Elevators at the
Right Kind of Price

224 Boston Block

MINNEAPOLIS :: MINN.

Write to the

Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon
modern grain elevators. Over
200 of our houses in operation.

V. E. FORREST CO. ELEVATOR BUILDERS

TYNDALL, SO. DAKOTA

Successors to C. M. Forrest & Co.

ELEVATORS

It is unwise to build until you have con-
sulted practical builders. We have built some
of the most modern plants in the country.
Write us for free particulars.

THE SECKNER CO.

263 La Salle Street

CHICAGO, ILL.

GOLD MARKS

Among publishers the "gold marks"
is the sign and guarantee of quality.
The Grain Dealers Journal is given
these marks by the American News-
paper Directory.

Only 120 out of 22,898 publications
listed in this directory in 1907 were
thus distinguished.

Moral: To reach the live progressive
grain dealers of the land use space
in the Grain Dealers Journal.

A. E. HONSTAIN, PRES.

I. S. HONSTAIN, TREAS.

D. F. HOAG, Sec'y

HONSTAIN BROS. CO.

(INCORPORATED)

Contractors and Builders of

Grain Elevators, Flour Mills, Warehouses, Etc.

Plans and Specifications Furnished

Repairing Done

306 Corn Exchange.

Minneapolis, Minn.



GRAIN ELEVATOR BUILDERS

Better have
YOUNGLOVE
build your
ELEVATOR

than to wish you had.

Younglove Construction Co.

219 Grain Exchange

SIOUX CITY, IOWA

Grain Elevators
Storage Tanks
Ware Houses
in
Wood or
FIREPROOF
Materials
Plans, Specifications,
Estimates



We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

L. O. HICKOK & SON
Engineers & Contractors

320 Flour Exchange

MINNEAPOLIS, MINN.

OLSON BROTHERS & CO.
ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Humboldt 2373

2418-22 Bloomingdale Ave.

CHICAGO, ILL.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

CHAS. A. TAPPAN Designing and Constructing Engineer **Oklahoma City**
Superintendent and General Contractor

COMPLETE PLANTS ERECTED.

ALFALFA MILLS, Grain Elevators

Machinery and Equipment furnished and installed.

Let me figure with you. A personal interview would be better. Probable result: money for both of us. You want largest return on smallest possible investment. Let me show you how to do it.

WE BUILD FIRST-CLASS ELEVATORS

HERE ARE SOME OF OUR 1909 CUSTOMERS:

Wallington Bros.....	Ashland, Kansas.....	2
Ellsworth Mill & Elevator Co.....	Ellsworth, Kansas.....	1
Bushton Grain & Supply Co.....	Bushton, Kansas.....	1
Lindborg Mill & Elevator Co.....	Lindborg, Kansas.....	1
Aurora Mills.....	Junction City, Kansas.....	1
Wichita Mill & Elevator Co.....	Wichita Falls, Texas.....	1
Texas-Oklahoma Grain Co.....	Vernon, Texas.....	1
Early Grain & Elevator Co.....	Amarillo, Texas.....	2
William Moore Lumber Co.....	Egbert, Wyoming.....	1
W. T. Shute Grain Co.....	Wichita, Kansas.....	1
Dillwyn Grain & Supply Co.....	Dillwyn, Kansas.....	1
Cole & Willis.....	Snyder, Oklahoma.....	1
Nickleson & Co.....	Hinton, Oklahoma.....	1
Jones & Borah.....	Grinnell, Kansas.....	1

We make plans for all the good Elevators in the Southwest.
If interested, write us.

The P. H. Pelkey Construction Co., Wichita, Kansas

GRAIN ELEVATORS

Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount of work with a small amount of power.

WANT ONE?

Then write

T. E. IBBERSON

DESIGNER AND BUILDER

MINNEAPOLIS, MINNESOTA.

W. N. CLAUS CO.

Contractors and Builders of

Grain Elevators and Flour Mills

The three main things to be considered when building an elevator are: Prompt service, first-class job in every respect, and at prices that are right. You take no chances when dealing with us, as we guarantee our work.

Motto: Once a customer, always a customer.

Plans, specifications and estimates furnished.

401 Commercial Block, Mason City, Iowa

KAUCHER HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Bldg., Memphis, Tenn.

ALFALFA
FEED MIXING PLANTS.

ASK FOR CATALOG AND PRICES ON MIXERS.

REFER TO US FOR
PLANS AND SPECIFICATIONS.

CONCRETE CONSTRUCTION.

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GRAIN ELEVATOR BUILDERS

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

John S. Metcalf Co.

ELEVATOR BUILDERS
623 THE TEMPLE

Plans and Specifications
a Specialty.

CHICAGO

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Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

RELIANCE CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF

GRAIN ELEVATORS

625 Board of Trade Indianapolis, Ind.

MONARCH ENGINEERING CO.

Engineers and Contractors

Specialists in Design and Construction of
Fire Proof Grain Elevators

Chamber of Commerce Buffalo, N. Y.



GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

The Barnett & Record Company

Minneapolis, Minn.

CONTRACTORS AND ENGINEERS

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



1,000,000 bushel Fire Proof Concrete Storage Elevator
for the Northern Central Railway Co.,
Canton-Baltimore, Md.

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg. St. Louis, Mo., Bank of Commerce Bldg.
Pittsburg, Pa., Westinghouse Bldg. New Orleans, La., Hibernia Bank Bldg.
San Francisco Cal., 709 Mission St. Denver, Colo., 1st Natl. Bank Bldg.
Canadian Stewart Co. Ltd., Montreal, Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada.

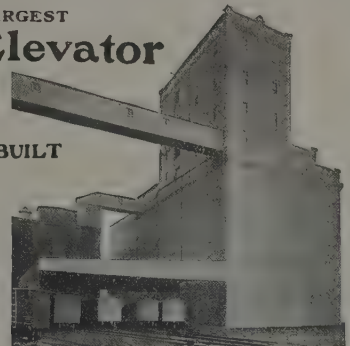
THE LARGEST Brick Elevator

in the
WORLD

DESIGNED and BUILT
by

G. T.
HONSTAIN

MINNEAPOLIS,
MINN.



BURRELL

Engineering & Construction Co.

Designers and Builders of

Modern Grain Elevators

Concrete or Wood

Transmission Experts

1140 Stock Exchange

CHICAGO, ILL.



Specially Constructed Conditioners and Driers for Country Elevators

¶ All the well known **Ellis Patents** are embodied in these machines.

¶ Among their many good features is the small space required for their installation in the elevator.

¶ Using only cold air, they do not affect the insurance rate.

¶ Absolutely the fastest machines on the market.

¶ The cost is so low as to be within the reach of every small elevator in the country.

The ELLIS DRIER CO.
747 Postal Telegraph Bldg.
CHICAGO

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 - -	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

GRAIN DEALERS JOURNAL
255 La Salle Street
CHICAGO - ILLINOIS

ONLY 30 CENTS A YEAR FOR REPAIRS



In the last issue we spoke about the satisfaction our loaders are giving, and the following letter will show that they continue to do so after many years of service.

Brocton, Ill., Oct. 20, 1909.
Maroa Mfg. Co., Maroa, Ill.

Gentlemen—We are still using the loader we bought of you in 1901. It seems to be doing as good work as it did when new.

Yours truly,

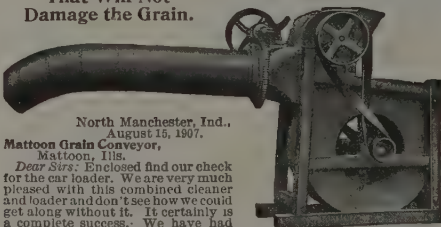
Brinkerhoff & Wright.

The loader they refer to was purchased in June, 1901, so has been in use more than eight years and during that time they have paid us only \$2.40 for repairs. We have letters from other people whose experience is the same as that of the firm above mentioned. We ship these loaders on trial and of all those sent out this year not one has been returned.

MAROA MANUFACTURING CO.,

MAROA, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,

August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It is certainly a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

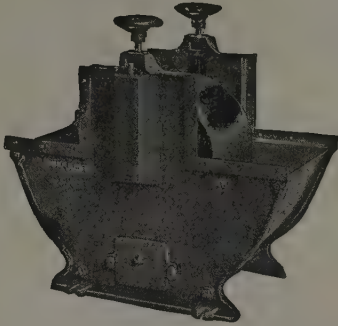
COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

CAST IRON ELEVATOR BOOT



Note the convenience our design offers for attaching legs, gates and hoppers.

We make Wood Elevator Boots, either with or without Takeup Boxes, and with Pulley or Sprockets as desired.

SEND FOR NEW CATALOG.

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINN.



Long Fibre Transmission Rope

Blue Thread
Brand

Once Tried Always Used

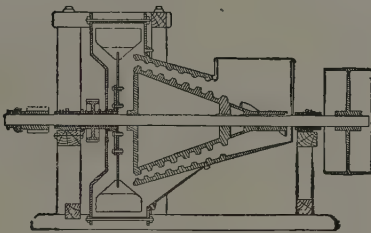
Elevating
Conveying
Transmission
Machinery
and Supplies

Write for Prices.

**Power
Appliance
Mfg. Co.**

Minneapolis, Minn.

The Improved U. S. Corn Sheller is Now Ready



Second Patent, August 31, '09.

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

B. S. CONSTANT CO.
Bloomington, Ill.

Mt. Pelee Hocking—

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

OHIO & MICHIGAN COAL CO.

Miners and Shippers

Anthracite and Bituminous Coal

Main Office: DETROIT, MICH.

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG
OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

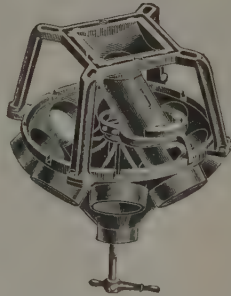
A CHILD CAN OPERATE A HALL

Not only operate it, but operate it right. That's because of its simplicity, which is one of the things that has made the Hall a standard wherever grain distributors are sold.

Another is the accuracy with which it operates and performs its functions. Still another is its durability.

If you could see a Hall, see how much care is put on even the unimportant points, you would know why it is the delight of the expert, as well as the amateur elevator man.

Send for fully illustrated booklet B.



HALL SPECIAL ELEVATOR LEG

THE difference between a Hall Special and ordinary legs is in selecting, proportioning and assembling constituent parts for an operating whole.

Every element is of the proper design and proportion for the greatest results at the least price.

It is assembled right. No waste in belt or buckets. No choking and stopping when time is essential. No power consumed in operating useless paraphernalia; no mixing grain.

It is a perfectly automatic machine, the most economical in cost, in operation or maintenance.

Shrewd men who value time, and calculate cost, can't afford to use any other.

Send for Circular F.

HALL DISTRIBUTOR COMPANY

222 Range Bldg., Omaha, Nebr.

"EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

SOLE MANUFACTURERS

THE S. HOWES CO.

Originators of the Highest Grade of Grain Cleaning Machinery.

"EUREKA WORKS:"

SILVER CREEK, N. Y.

REPRESENTATIVES:

E. A. PYNCH, 412 S. 3rd ST.,

MINNEAPOLIS, MINN.

J. Q. SMYTHE, 1513 FLETCHER AVE.,

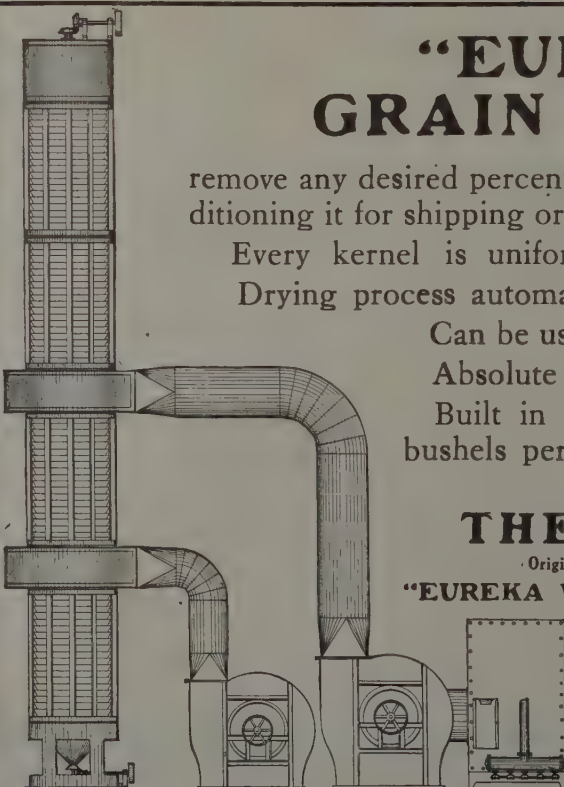
INDIANAPOLIS, IND.

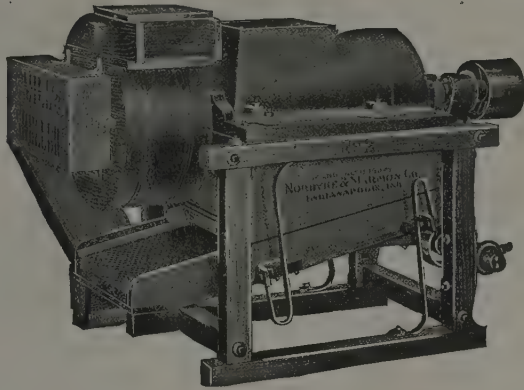
E. R. WATSON, 223 E. KENTUCKY ST.,

LOUISVILLE, KY.

WM. WATSON, GREEN'S HOTEL,

PHILADELPHIA, PA.





MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable, and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

America's Leading Mill Builders

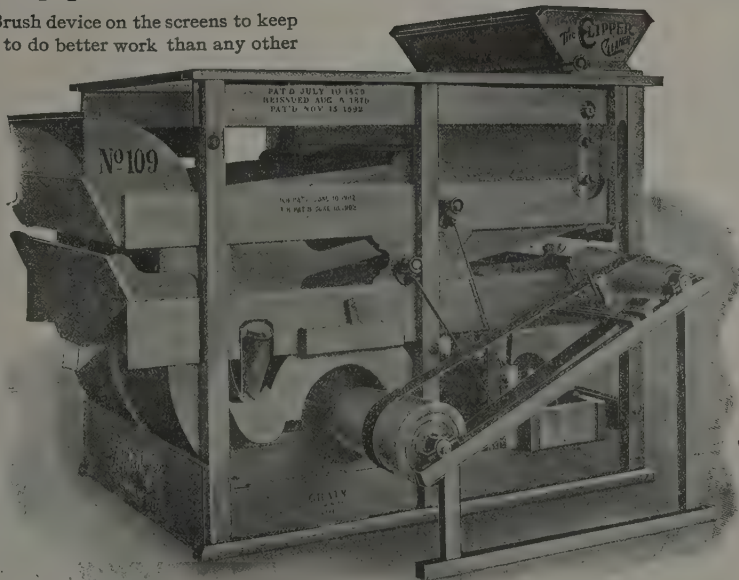
Established 1851.

INDIANAPOLIS, IND.

The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL, @ CO., SAGINAW, W. S., MICHIGAN.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.**Speaks for Itself:**

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less; loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

By J. Z. Keel, KEEL & SON.

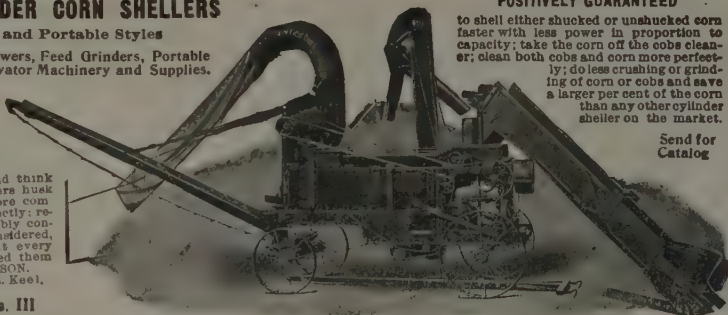
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Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleanly; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog

**Buffalo Grain Tester****With Buffalo Filler**

BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

THE RIGHT COMBINATION to successfully handle this year's corn crop.Poorly Shelled and Cleaned Corn Means **NO GRADE** Every Time.

WE are located in the center of the corn belt of one of the largest corn producing States in the Union, and have made the shelling and cleaning of corn a life study. Our machines meet every demand and do perfect work. For this reason you will find more "Western" Shellers and Cleaners in elevators than all others; a high testimonial to their worth.

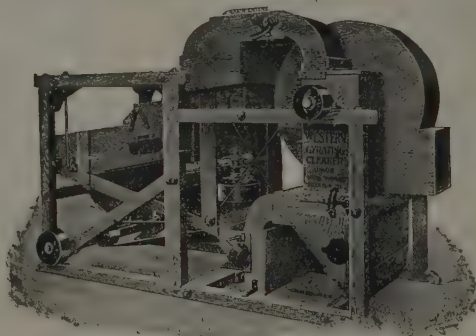
**THE WESTERN PITLESS SHELLE**

The "Western" Gyration Cleaner will not only clean your corn perfectly, but can be used to clean all kinds of grain; built in eight sizes; capacities from 200 to 2,500 bushels per hour. All machines are thoroughly tested before leaving the factory.

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The "Western" Pitless Corn Sheller is durable; shelling surfaces are chilled; has large capacity; is a self-feeder; fan discharge, over or under, right or left; instantly adjusted with special lever, to suit the different conditions of corn; it is the sheller with which all others are compared.

**THE WESTERN GYRATING CLEANER**

NO JAR OR JOLT

When You Have a
Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

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Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

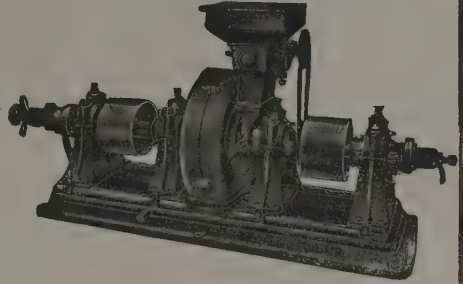
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. WRITE US

SPROUT, WALDRON & CO
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DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

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CHICAGO, ILLINOIS

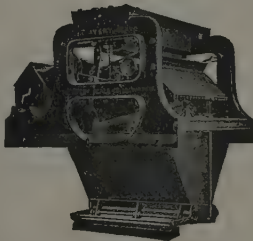
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FOR MILLS AND ELEVATORS
National Automatic Scale Company
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AVERY Automatic Scales

... for ...

Grains and Flour



Gives Absolute Weighings. Keeps the Records for you. Occupies small space in the elevator.

Write for Catalog 94A.

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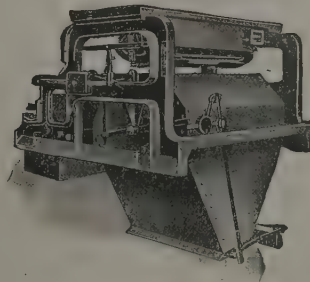
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THE BEST PRODUCED YET. Richardson Automatic Grain Scale



Fitted with our
PATENT
LOCKING
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Without this locking Gear any Grain Scale can be made to pass grain through it unregistered.

The "RICHARDSON SCALE" equipped with this attachment cannot run through.

Our patents give us this great advantage over all other makes.

Other new features:

CHOKELESS FEED CHUTE—THE MOST SIMPLE AND CORRECT COMPENSATING BEAM FOR SUSPENDED GRAIN YET DEvised.

Backed by Guarantee.

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for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water will not freeze 54° below zero.

PRICES:— 700 lb. drum, 1c per lb. 100 lb. can, 3c per lb.
200 lb. can, 2c per lb. 50 lb. can, 3c per lb.

(Send for circular.)

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Calcium Magnesium Chloride

For water Jackets of Gas Engines. Very much superior to ordinary calcium chloride.

K-L Brand—Anti-Freeze—Solution

This is the best anti-freeze solution on the market because it will not rust, because it is the purest—odorless. Will not evaporate.

PRICES: 700 lb. drum 90c per cwt. 100 lb. can 2c per lb.
50 lb. can 3c per lb. 10 lb. can 5c per lb.

KIELGAS-LEHMAN CO.

208 Kinzie St., Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

The Earning Capacity Of An Engine

determines its value.

The basis of earning capacity is readiness for duty at all times, under all circumstances.

The certainty, the smooth, ever running, the delivery of maximum power at minimum cost and with minimum attention, have made

I. H. C. Gasoline Engines

Favorites in the Mill and Elevator Trade

Made in numerous types and sizes:

Vertical in 2, 3 and 25-horse power.

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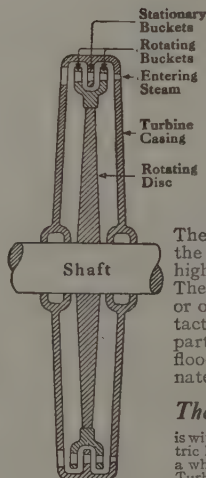
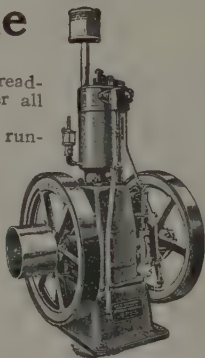
8, 10, 12, 15 and 20-horse power.

Air-cooled engines, 1 and 2-horse power.

Write for Catalogs and All Particulars.

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(Incorporated)

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The ideal condition of frictionless operation is nearest attained in the Curtis Turbine Generating Units.

The absence of wearing parts is what keeps the efficiency of the Curtis Turbine as high after years of service as when new. There are no sliding contacts, no turning or oscillating connections. The only contact between the rotating and stationary parts is at the main bearings which are flooded with oil under pressure to eliminate friction.

The Curtis Steam Turbine Generator

is without an equal for supplying electricity for electric light systems, either in a building, a factory or a whole town. The unit consists of a Curtis Steam Turbine on the same shaft with a General Electric Generator. The complete unit is compact, economical, reliable and easy to operate.

Curtis Steam Turbine Generating Sets are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps, the largest will fill any commercial requirement.



General Electric Company

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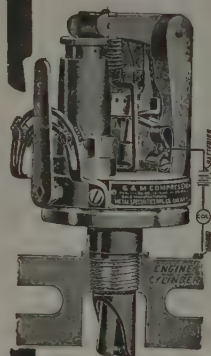
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A revelation in
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This Igniter is
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brake igniter.

We can save money, time and trouble
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fuel.

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USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

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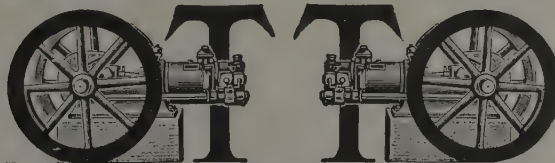
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GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 H.P.

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Are doing the work of the world and doing it well. 100,000 of them are making money for 100,000 satisfied users. You can become a profit sharer by sending for a catalogue and telling us your needs.

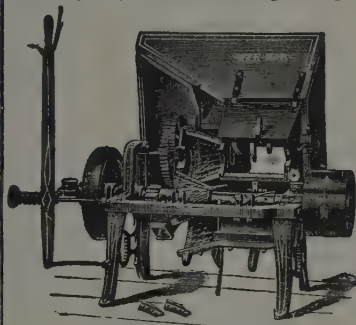
The Otto Gas Engine Works, PHILADELPHIA, PENN.

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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grains, separately or mixed. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Strittmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal

255 La Salle Street,

Chicago, Illinois

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 in. and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

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Getting the most engine for your money does not mean buying the cheapest—it is a matter of securing an engine that will give reliable results year in, year out—the speed must be steady and uniform—absolute interchangeability of parts assured—actual power must equal rating. Every requirement of the miller who wants a simple, reliable, powerful engine is met by the

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Gas or Gasoline Engine

Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

Sold Under Our Absolute Guarantee

We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h. p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order.

Write today for our new handsomely illustrated catalog fully describing the Weber Engine.

Sheffield Gas Power Co.

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**Let it
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Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

ANNOUNCEMENT

OMAHA CORN SHOW December 6th to 18th

AT THE National Corn Exposition which will be held in Omaha, Nebraska, from December 6th to 18th, the members of the Grain Trade who are generally interested in the subject of Automatic Weighing, will be able to witness the actual operation of a full size 1000-bushel Automatic Elevator Scale, weighing grain containing COBS AND ALL OTHER TRASH ACCOMPANYING NATURAL GRAIN.

This Machine is
Known as the

RICHARDSON 1910 MODEL

and is fitted with all the latest improvements designed to meet conditions existing in country elevators, and it has been tested under the worst conditions by one of the chief Western Line Houses, and found perfectly satisfactory.

According to expert opinion this machine will prove the most important factor in solving the problems arising out of the weighing of grain at shipping point and destination.

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"Wanted" and "For Sale"

MACHINES.

FOR SALE—10 No. 4 Silver Creek Flour Bolters, just as good as new. Cheap. Address Aurora City Mills, Aurora, Ill.

ONE No. 9 Bowsher all around Mill for sale, with sacking elevator in nice shape. A Bargain. Address F. Gauvin, Jr., Marlboro, Mass.

INVINCIBLE CLEANER—Small capacity, for sale; good as new. Price reasonable. Address H. R. Y., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—No. 9 Invincible Oat Clipper; good condition; cheap; capacity 1,200 bus. per hour. Address Eltr., Box 10, Grain Dealers Journal, Chicago.

ONE MONITOR No. 4 receiving separator for sale. One No. 4 Invincible. One No. 3 Invincible oat clipper. Address J. A. Horn & Co., Oklahoma City, Okla.

FOR SALE—One clipper cleaner No. 116, made by A. T. Ferrell & Co., Saginaw, Mich. Only used two months and good as new. EARLY GRAIN & ELEV. CO., AMARILLO, TEXAS.

FOR SALE—No. 4 Bowsher Feed Mill with sacking Elev., brand new 6 months ago, ground not to exceed 1,000 bushels. Price \$50.00, F. O. B. cars. L. B. Spracher & Co., Sibley, Iowa.

A POLISHER AND CLEANER for sale that does more work with less than one-fourth the horse power of any polisher and cleaner on the market. Write for catalog. AMERICAN GRAIN SCALE CO., Blackwell, Okla.

FOR SALE—GOOD AS NEW—One 24-inch Foss scientific attrition mill, with patent open belt reversible drive; \$300.00. One Sullivan Corn Cracker, \$40.00. The above are in perfect condition, having been run but a short time. Address S. S. Quimby, Milltown, Maine.

FOR SALE—Two 1,000 bu. Fairbanks Hopper scales with timbers, good as new. \$100 each. One track scales 120,000 lbs. \$300. One Clipper Grain Cleaner, \$40. Three H. A. Bernard's No. 3 dustless elevator separators, \$50 each. Also all the rest of the machinery of the large western elevator at Wabasha, Minn. Write for list. La Crosse Wrecking Co., Wabasha, Minn.

SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foss; 1-19" Foss; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

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FOR SALE OR TRADE—Two standard Warehouse Corn Shellers. Address A. H. Richner, Crawfordsville, Ind.

FOR SALE—Keystone power portable corn sheller; four hole good condition, used only one season. Alley Grain Co., Mercer, Mo.

TWO MARSEILLES SHELLERS. No. 3 size; and one Hess Grain Drier cheap for cash. McCord & Horton. Memphis, Tenn.

FOR SALE—Two Marseilles Corn Shellers, one a 4 hole and one 6 hole. Bargains. Address Geo. S. Randall & Co., West Branch, Iowa.

FOR SALE—1-No. 21½ Second hand Western Sheller. 1-10-H. P. Refitted Fairbanks-Morse Gasoline Engine. 1-New, Size, 1 Air Cooled, Air Compressor. Address Oscar Jones, Chrisman, Ills.

GASOLINE ENGINES.

GASOLINE Engines for sale; 10 h. p. Temple Pump Co., 15th Place, Chicago.

HOWE GASOLINE ENGINE FOR SALE—28 H. P. all complete. Big bargain—Address Canton Grain Co., 604 Corn Exc. Bldg., Minneapolis, Minn.

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TRACTION ENGINE FOR SALE—One ten horse power steam, Nichols and Shepard make, in good condition. John L. Kneisley, % the Foss Gas Engine Co., Springfield, Ohio.

ONE No. 1 Gas Engine, 35 h. p., used but two years, for sale. This is a bargain for some one, as we are anxious to dispose of it to make room for a larger machine. Address Archer Ptg. Co., Ft. Wayne, Ind.

GASOLINE ENGINES FOR SALE—

1 2-h.p. Webster.
1 10-h.p. Webster.
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30 H.P. Nash.
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4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

MOTORS AND DYNAMOS.

ALTERNATING OR DIRECT CURRENT motors and dynamos any size. We install complete electric plants and build special motors and dynamos for every purpose. Send us your repair work, and we will save you time and money on same. Pan Electric Mfg. Co., 735 S. 4th St., St. Louis, Mo.

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FOR SALE—1 Erie 15-H. P. Steam Engine, and 1 Sandwich Hay Press, just as good as new. Cheap. Address Wm. Konow, Chicago Heights, Ill.

FOR SALE—1 15-H. P. Steam Engine and 20-H. P. boiler. Have installed electric power instead. Will sell cheap. Address H. N. Dickinson, New Lenox, Ill.

FOR SALE—20 h. engine, 25 h. boiler. Atlas make. In good running order and will sell at a big bargain. Just installed electric power. Address B. Noftzger, Rochester, Ind.

FOR SALE—Second-hand power plant 10"x24" Corliss engine, Heavy Duty, 10 ft. Band Wheel and a 60"x16 ft. Triple-Riveted, Butt-strapped Boiler, 125 lb. pressure. Condition excellent. Low price for outfit. Harris Machinery Co., Minneapolis, Minn.

REBUILT ENGINES AND BOILERS. The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

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HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

ELEVATORS FOR SALE.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept. Grain Dealers Journal, Chicago, Ills.

FOR SALE OR LEASE—My elevator in Iowa. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—\$30,000 bu. Elevator located good town western Indiana. Good Corn Crop. Address X. Y. Z. Box 5 Grain Dealers Journal, Chicago.

FOR SALE:—Elevator in the best corn and oat belt of Illinois. Good business in grain, coal and hogs. Capacity 80,000 bus. Address S. L. P., Box 6, Grain Dealers Journal, Chicago, Ill.

MICHIGAN ELEVATOR in the Best Wheat and Corn Belt for sale. Wool, Stock, Hay and Coal, Feed Grinding and a complete Flour Mill. No other elevator here. Climax Roller Mills, Climax, Mich.

FOR SALE—Elevator at Holder, Fullerton, Colfax and Fletcher, Ill. All these are in good condition and located in the very best part of the corn belt of Ill. For particulars address J. Y. Chisholm, Trustee, Bloomington, Ill.

GOOD INDIANA GRAIN ELEVATOR FOR SALE, together with flour and coal business, no competition, elevator of 10,000 bu. in capacity. Located in the best grain section of Indiana. Will sell all or one-half interest. Address Box 237, % Grain Dealers Journal, Chicago, Ill.

FOR SALE—Line of elevators doing a good business in Southwestern Minnesota. Local and crop conditions never better. Houses all in good repair, equipped with good machinery. Line always been a money maker. Full particulars on application. Address Minnesota, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two good grain plants for cash, or part cash, balance time. Each station handles 150,000 bushels annually, corn, oats and wheat. Plants in fine condition, well equipped; community buys grain on good margins. Will sell separately or both together. Address C. A. Rola, Box 6, Grain Dealers Journal, Chicago, Ills.

LOCATED CENTRAL OHIO—\$3,800.00 buys a 25,000 bu. elevator, doing 100,000 business yearly, located in town of 10,000 inhabitants; good schools, churches; only elevator in the town located on track. Good reason for selling; price is low. Would consider good property or farm in exchange. Address J. W. H., Box 9, % Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bushel elevator, new last year. All complete with cleaner, Fairbanks Automatic Scale, and Foos Gasoline Engine. Office and scales separate from elevator. In a small growing town in one of the best wheat and corn districts of Kansas. It more than paid for itself last year. Located in Central Kansas on the A. T. & S. F. Priced low if taken soon. Poor health reason for selling. Address Kans., Box 10, care of Grain Dealers Journal, Chicago, Ills.

ELEVATORS FOR SALE.

GOOD TWELVE THOUSAND BUSHEL Elevator in Central Indiana. Great corn crop now assured. Address J. F. C. Box One, Macy, Indiana.

EASTERN ILLINOIS 30,000 bu. elevator on I. C. R. R. for sale. Handles 200,000 bu. Price \$9,000. Address C. A. R., Box 10, Grain Dealers Journal, Chicago, Ill.

FIVE ELEVATORS FOR SALE—On C. M. & St. P. R. R. Either separately or as a line. A rare opportunity. Address B. B. S., Box 10, Grain Dealers Journal, Chicago.

FOR SALE—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR at one of the best points on Big 4 in Ohio for sale. Good country, good roads and fine people. I want to quit the grain trade. Address Max, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, FEED-MILL AND LUMBER BUSINESS for sale. In thriving town in best farming section of Mich. Best of reasons for selling. Price right—cash or part on time. C. A. Kern, Auburn, Bay Co., Mich.

FOR SALE—\$4,000, ½ down, will buy only grain and hay elevator in 40 miles in Hamilton Co., O.; ½ million bus. grain in vicinity that will and must go thru this elevator. Address National Mill Exc., New Philadelphia, O.

FOR SALE—Grain elevator with slate roof, all in good condition, 12,000 bus. capacity; on B. & O. Ry., in good grain locality of DeKalb County. Will sell \$3,200.00. Address LaDue & Carmer, 205 E. Columbia Ave., Fort Wayne, Ind.

FOR SALE—One elevator. Everything new and up to date; 22-h.p. Foos engine; capacity 25,000 bu., which is now full. Will handle 100,000 bus. of corn this season. Locality on the M. O. P. R. R. at Inola, Okla.; price \$6,000; terms to suit the purchaser; reason for selling I have other business. Address W. L. Harris, Inola, Okla.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

TWO OHIO BARGAINS—One very special Big 4 Ry. \$4,500. One Penn. Ry. worth the price every day of the year, \$9,000.

TWO ILLINOIS GOOD ONES—One Wabash Ry. ships 225,000—\$10,500. One Clover Seal R. R.—a dandy new one; you'll not beat it—\$12,500.

A SHOWER OF 'EM in Indiana—The Corn & Gravel Road State. We let no buyer go wrong. Reliable work in every detail. John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER YARD doing good business in Northern Iowa. Splendid opening for right man. Also elevator N. E. Iowa with large territory, price right. Write at once if you want an unusual opportunity. Address Mac. Box 7, Grain Dealers Journal, Chicago, Ills.

GRAIN, COAL, POULTRY & EGG BUSINESS in southeastern Iowa. Only Grain dealer in town of 600. Also seven room house and two lots with barn 20x20 ft. Full description by letter. Reason for selling lack of capital. Address J. G. P. Box 7, Grain Dealers Journal, Chicago, Ills.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal, Chicago, Ill.

BEST paying wholesale grain and transfer elevator business in Texas for sale. Including several country stations. Good trade established in young and growing grain country. Will pay 25% on investment. Worth \$20,000. Will sell cheap. Good reasons for selling. Cash or approved notes. Address TEXAS, Box 8, care Grain Dealers Journal, Chicago.

FOR SALE—25,000 bu. Elevator, nearly new, cribbed and modern in every way, equipped with dump scales; gasoline engine and cleaner, large office; located in the best Grain producing part of Minn. in a good little town, one other elevator, good competition, price \$1,200.00; reason for selling have other interests. Address B., Box 10, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE FOR LAND, Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR, GRIST MILL, CIDER MILL and vinegar factory, all connected, situated in Eastern Kansas in a fine, thriving country; the only plant of its kind within a radius of 15 miles; gas power; good shipping point on A. T. & S. F. R. R.; good money maker; also 6 lots of ground adjoining buildings and depot; sidetrack to mill door; owner leaving for Europe. For further information address, Star, Box 9, % Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Elevator, Coal & Feed business in Central Ill.; no competition, station handles 200,000, capacity 65,000. Address S. O. R., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS for sale at three good stations in Eastern Illinois. Will sell separately or together. Reason for selling, wish to retire. A fine chance for someone. Address Jack, Box 9, % Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUMBER YARD connected with a coal and hog business for sale. Located in Central Nebraska. Everything in good shape. Sell cheap if taken soon. Address C. M. P., Box 8, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED TO TRADE—A good 160 acre farm in South East Kansas for an elevator. Address Henry, Box 10, Care Grain Dealers Journal, Chicago, Ills.

WANTED—To buy a desirable elevator property in Illinois or Iowa. Address K. K., Box 9, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—In good territory, handling 150,000 bu. or more annually. Will trade good imported horses as part payment. Address R. D. No. 2, Box 45, Unadilla, Nebr.

NORTHERN INDIANA ELEVATOR wanted. Must handle at least 100,000 bus. annually. Prefer station having but one eltr. Will pay cash. Give full particulars. Address Herman, Box 7, Grain Dealers Journal, Chicago, Ill.

FLOUR AND FEED STORE.

FOR SALE—Flour and Feed store with cornmeal, buckwheat and Feed mill all complete. Doing a good business. Will sell reasonable. Everything new. Would trade for small farm in Ohio or Indiana. Address J. J. W., Box 10, Grain Dealers Journal, Chicago, Ill.

SALT FOR SALE.

WANTED—Elevator companies to write us for prices on our high-grade salt in new barrels. Colonial Salt Co., 317 Dearborn St., Chicago, Ill.

BUSINESS WANTED.

I WANT TO BUY a good business or farm from owner for cash. Give particulars and price. Address Box 5951, Cherry Valley, Ill.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Every Elevator operator should have some. Old and Young birds for sale. Address: Grove Poultry Yards, Downers Grove, Ills.

ELEVATOR BROKERS.

BUY AN ELEVATOR that will make you money. We can save you money. Try us. Tri-State Elevator Co., Hicksville, O.

IF YOU WANT to buy or sell an elevator or mill quickly, list it with us. No sales, no commission; cost you nothing to list with us. Write us, Northwestern Brokerage, Mason City, Iowa.

JOHN A. RICE, FRANKFORT, IND. Exclusive elevator and mill broker. 10 yrs. experience. Know more elevators and grain men than any other one man. Prompt and quality work for all buyers who mean business.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

YOU GET VALUE RECEIVED when you buy an elevator from us. We confine our efforts to choice elevators, favorably located in the grain producing sections of Ohio, Indiana and Michigan. Write us now. Tri-State Elevator Co., Hicksville, O.

ELEVATORS FOR SALE — Every size and price for elevators and mills for sale, and some good ones to trade for land, in the best locations in the grain belt at from \$2,000 to \$35,000. Write, phone or wire me your wishes or have me meet you. John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE—A nice list to select from and am sure I can suit you in an elevator if you will just let me know the kind you want. Have some very desirable points that will require an investment of around \$20,000. Others from \$5,000 up. Will be glad to show them. Jas. M. Maguire, Campus, Ill.

We Sell

OKLAHOMA

GRAIN ELEVATORS

WEATHERWAX & CO., Sapulpa, Oklahoma

MILLS FOR SALE.

FOR SALE—Up-to-date, never failing water power grist and feed mill of 65 bbls. capacity. Amos Keller, Tiffin, Ohio.

200 BARREL Flour Mill for sale or trade. Located in South Dakota. Write us. MORTON & MARTIN, Lewiston, Montana.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

FOR SALE OR TRADE—20 ton capacity Alfalfa Mill, warehouse, wagon scales, lease on 20M bus, elevator, corn grinder, cleaner with all necessary machinery for handling grain and feed, good city trade established. Membership on the Wichita Board of Trade. Union Grain & Com. Co., Wichita, Kans.

ENTIRE PLANT OF PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark., for sale. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2500 sacks corn chops. Plant is located on two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, Lock Drawer "W", Little Rock, Ark.

OFFICE APPLIANCE.

SAFE. A good second hand Diebold safe, size 12x15x20, for sale. A good country grain office safe. L. J. Button Ele. Co., Sheldon, Ia.

FOR SALE—ADDRESSOGRAPH EQUIPMENT, as good as new; material for handling 5,000 three line addresses; bargain. Hardwood Record, 355 Dearborn St.

MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

PARTNERS WANTED.

WANTED PARTNER—or will sell best grist mill in DeKalb. All new machinery. Grinding to suit customer; present owner musician. Address Geo. Rietz, De Kalb, Ill.

PARTNER WANTED FOR THIRD or half interest in six first class elevator properties located in Iowa, Minn. and So. Dak. Address C. L. M., Box 7, Grain Dealers Journal, Chicago, Ills.

PARTNER Wanted with \$50,000 to \$75,000 to take active or silent interest in best Transfer Elevator and Wholesale Grain business in Southwest. Will pay 20 to 30% on investment and good salary. For particulars address TOG, Box 8, care Grain Dealers Journal, Chicago.

ELEVATOR SUPPLIES.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE—One 32" iron split pulley 12" face 2 1/2" bore. One 6 1/2" flexible loading spout 7" opening 6" discharge. Prices right. Hockman & Collier, N. Hampton, Ohio.

SCALES.

SCALES for elevators and mills; lowest price. Chicago Scale Co., Chicago.

FOR SALE—One Fairbanks hopper scale, good as new, will sell cheap. Address J. C. Tobey, Mgr., Odell, Ill.

FOR SALE—AMERICAN GRAIN METER, Automatic scale, good condition, \$50.00. Cost \$200. Mead Grain Co., Ft. Scott, Kan.

SCALES, second hand, 1-22 ft. Howe and 1-14 ft. Fairbanks. Both have office beams. Will sell very cheap. L. J. Burton Ele. Co., Sheldon, Ia.

FAIRBANKS & HOWE HOPPER Scales, 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

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FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

FERRETS FOR SALE.

4000 FERRETS—Prices and Book mailed free. N. A. Knapp, Rochester, O.

SITUATIONS WANTED.

POSITION WANTED—As Supt. of line of country elevators, or a terminal. Ten years experience. Address Inverse, Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED: — By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By competent all round elevatorman as buyer for elevator in Neb. 40 years old, married. Good grader, etc. Best references. Now employed in elevator, but wish change. C. R. Smith, Box 18, Bellewood, Neb.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

A YOUNG MARRIED MAN with 8 years experience in grain business, 4 years in head office of line company. Can repair gasoline engine or keep books. Will go any place. Best of references. Address A. C. W., Box 8, Grain Dealers Journal, Chicago, Ill.

INFORMATION FREE.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

**SALVAGE GRAIN
OFF GRADES and
DAMAGED GRAIN**

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

**WE BUY PURE SOFT WINTER WHEAT
CHOICE WHITE CORN** (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

ESTABLISHED 1855

R. LIEFMANN SÖHNE NACHF.

(R. LIEFMANN SONS SUCCESSORS.)

WHOLESALE MERCHANTS in CLOVER and GRASS SEEDS.
SPECIALTY: RED CLOVER, WHITE CLOVER and ALFALFA.

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WE are always buyers of American Clover and Grass Seeds, and Screenings of same. Buy smaller and larger quantities. Please send large samples with lowest price delivered New York or c. i. f. Hamburg. Will make payment in New York through our bankers there.

We are also large exporters of European Clover and Grass Seeds, our special lines being Red Clover, White Clover and Alfalfa. Will be glad to have your inquiries for samples and prices. Our New York agent is Mr. I. L. adwaner, No. 539 E. 149th Street.

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaac Laplante, Fall River, Mass.

I AM always in the market for corn, oats and hay. C. H. Lumsden, Raleigh, N. C.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

QUOTE US red and white oats, corn, corn chops, bran, cane seed, alfalfa, timothy and prairie hay. We buy every day. Doggett Grain Co., McKinney, Tex.

GRAIN WANTED—Quote us good snapped corn, oats, wheat, bran chops, shelled corn and hay, delivered Texas points group three. We sell Pecans. Everett Grain Co., Belton, Texas.

HICKORY KING CORN WANTED—Either in the ear or shelled. Must be suitable for seed. Quote prices for December delivery. Address Hickory King, Box 9, Grain Dealers Journal, Chicago, Ill.

CORN WANTED—500 Cars for 16 stations on C., M. & St. P., C., B. & Q. and C., R. I. & P. Rys. North Mo., all season. Quote us regularly on ear and shelled corn, bran, shorts, oil meal and feed of all kinds. Alley Grain Co., Mercer, Mo.

WE WANT Barley, Cane and Millet Seed, Low Grade Wheat, Bran, Shorts, No. 3 or better White and Mixed Corn. and all varieties of Clover and Grass Seeds. Quote us and send samples. Address Pittman & Harrison Co., Sherman, Texas.

COBS FOR SALE.

CLEAN DRY COBS for sale in car-load lots. Address L. J. Kaiser, Newman, Ill.

SEEDS WANTED.

WANTED—BUCKWHEAT GRAIN. Quote delivered Benton, Columbia Co., Pa. Benton Roller Mills.

SOFT WINTER WHEAT WANTED—Submit samples for quick prices. Perin Bros., Cincinnati, Ohio.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad. Dept., Grain Dealers Journal for particulars.

SEEDS WANTED—We are buyers of low grade clover seed and tailings. Send average samples and lowest prices or we will make prompt bid. Kerr Bros., Bellefontaine, O.

FIRST CLASS EUROPEAN SEED HOUSE wishes offers of Alsike, Red Clover and Timothy seed from such dealers who have no agents in Europe. Apply to I. L. Radwaner, New York.

CLOVER SEED WANTED—Any quality or condition; buckhorn lots a specialty; also clover tailings. Send fair average samples with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, Ohio.

BUCKWHEAT FOR SALE.

RECLEANED GRAIN Japanese Buckwheat for sale. Dry and free of straws and gravel. H. B. Low & Son, Orangeville, Pa.

BUCKWHEAT GRAIN.
BUCKWHEAT FLOUR.
BUCKWHEAT GROATS.

FOR SALE BY
MINER-HILLARD MILLING CO.,
WILKES-BARRE, PA.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

FRANK W. NOBLE
SOUTHWICK, MASS.

Dealer in Rice, Pearl and Eight-Rowed

POP CORN

Shelled or on the Ear.

WE WANT MUSTARD SEED

Mail sample and quote price delivered.
Gorgas-Pierie Mfg. Co., Philadelphia, Pa.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS FOR SALE.

MINNESOTA SEEDS for sale. Clover, Alsike and Timothy. Minnesota grown. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

Northern Grown
Winter Wheat and Rye,
Timothy Seed and Early Ohio Potatoes.
N. J. Olsen Co., Moorhead, Minn.

SEEDS FOR SALE—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

WRITE US FOR QUOTATIONS on kaffir corn and milo maize. Will quote sacked or bulk delivered anywhere. New crop will soon be moving. The Western Grain Co., Wichita, Kan.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jaspar, Newsum & Co., New Madrid, Mo.

SEEDS FOR SALE.

FOR SALE—MILLET SEED a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

BUCKWHEAT Grain. Poultry Wheat. Soft Winter white and red wheat. Sulfured and clipped oats. Choice Rye. STOCKBRIDGE ELEVATOR CO., Jackson, Mich.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

KAFFIR CORN—Are you interested in Kaffir Corn. If so, correspond with us. We make a specialty of and are the largest shippers in the world, direct from the field. We are always situated to fill orders promptly. Samples and delivered quotations furnished on application. Wire or write your wants. J. C. Haines & Co., Augusta, Kansas.

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.
Also Seed Grain
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Hays, etc.
MINNEAPOLIS, MINN.

SEEDS WANTED

Kaffir Corn, Milo Maize, Cane Seed,
Broom Corn, German, Siberian, Early
Fortune Millet and Sunflower Seed.

Send Samples and Quote Prices in Car Lots.

THE QUAKER OATS CO., CHICAGO, ILLS.

GRAVITY GRAIN SEPARATOR



Here is illustrated a simple device for handling Barley, Wheat, Oats and other Grains which will pay for itself in a very short time. It will remove oats, pinched barley and other seeds from barley to perfection. No motion or power is required.

We call it

THE INVINCIBLE NEEDLE SCREEN GRAVITY GRAIN SEPARATOR

It will save by saving the attendance time.

It will save by raising the milling standard of the grain.

It will save because it occupies so little space.

It will save its cost in power alone.

It cleans itself.

Write for particulars—Our complete catalog is sent free to all elevator operators who ask for it.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667. F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind. N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

BEALL CLEANERS

*are cheapest in the
long run*

THE BEST IS ALWAYS CHEAPEST

**THE BEALL IMPROVEMENTS COMPANY
DECATUR, ILL.**

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
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CHARLES S. CLARK,
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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 25, 1909.

IF GRAIN corners are to be prohibited then bear raids must in fairness to all be surrounded by the same restrictions.

FLAX SEED has reached a price which seems to insure heavy imports and some purchases have already been made.

DIRT in corn is just as likely to cause heating as excessive moisture. Hence, shippers cannot afford to start new corn to market without first cleaning it thoroly.

THE PREMIUM for winter wheat continues so large it would seem that the winter wheat farmer would double his acreage and take advantage of his opportunity.

CORN arriving in terminal markets continues to heat; hence, shippers who think they are forced into handling this stuff are compelled to place their business in jeopardy. If farmers must sell then the water should not be paid for at corn prices.

IF THE Standard Oil Company is dissolved, as has been ordered by four judges of the Eighth Judicial Circuit, gasoline users may be able to purchase their supplies at a lower figure. Everyone will welcome the dissolution of this powerful and odious trust.

WET, HOT or heating corn is not commanding a premium in any market. In fact, the dealers who take great chances by shipping it are fortunate if they escape without a heavy loss.

NAVIGATION of the Great Lakes, as well as of Russian waterways, will soon be closed, and the movement of grain to European markets via water will be checked until Argentine begins to ship.

COUNTRY ELEVATOR men who are so fortunate as to have their plants equipped with modern driers can safely handle new corn much earlier than others, and as a rule can afford to pay a better price for it. But they are not justified in paying extravagant prices for corn so wet it cannot be dried and marketed profitably on account of heavy shrinkage.

LEAKING CARS are known to be more numerous than for years past. Yet few shippers are now taking the time to report the essential facts regarding cars they see leaking. If you wish reports of leaks in your own shipments encourage your brother dealers to file them with the Journal by sending us reports on their cars when you see them leaking.

DULUTH receivers credit Northwestern farmers with holding 35 to 50 per cent of the crop back on the farm. Farmers everywhere, this season, seem to be holding more than usual, which would prove advantageous to country buyers and transportation companies. Business can be handled more profitably and more satisfactorily if it is spread throughout the year instead of crowded in two or three months.

IDLE CARS, according to the American Ry. Ass'n, have almost reached a minus quantity, and judging from the poor, old worn-out box cars now pressed into service, the surplus was displaced by a shortage on many lines months ago. Many shippers have been placing their grain in cars which were unfit for the transportation of any but light package freight. If shippers were more vigilant in inspecting the cars given them for bulk grain they would refuse to load and thereby prevent many losses in transit and save themselves much trouble.

NORTHWESTERN dealers have grain to throw away, judging from the lack of care in cooping cars arriving at Minneapolis and Duluth during October. One car out of every eight arriving at terminals that month was in leaking condition as reported by the secretary of the Tri-State Grain Dealers' Ass'n, resulting in heavy loss to those dealers who neglect this essential detail of the grain business. While immediate results may not be apparent nothing pays better in the long run than careful cooping of cars for loading commodities so valuable as grain and flaxseed.

THE CORPORATION TAX is being vigorously opposed by many organizations, some of whom hold it to be unconstitutional in that it provides for double and triple taxation. Some of the states, after taxing the property represented by the stock, tax the stock, as also does the National Government. Many corporations are retiring from business and no doubt others will do likewise.

CONTROL of the Postal and Western Union, thru the medium of the telephone trust, the president of the latter declares will give additional public service and result in large economies both to the public and to the companies. That the recent combination is attending first to the large economy to the company is evidenced by the ruling to become effective soon against the use of non-dictionary words in messages, and which has been made the subject of a protest.

IN the reversal of the decision of the lower court in the suit by a retail coal dealer of Salt Lake, Utah, against a wholesaler for refusal to sell him coal, the United States Court at St. Paul last week returns to sound business principles in stating that a coal company is not prohibited by the anti-trust act, or by the law, from refusing to sell its coal, from selecting its customers, from fixing the price and terms on which it will sell its product, or from selling at different prices and on different terms.

THE PER DIEM charge for the use of box cars, is to be increased by the railroads from 25c per day to 35c or 40c per day. Evidently some of the weaker and poorer lines continue to sponge off of the companies striving to provide rolling stock for their own needs so much that as a measure of self-protection they are compelled to insist upon an advance in the charge. This will be much better for all the railroads, and the shipping public, as the roads depending upon others for equipment will make an effort to buy a few cars of their own.

CONGRESS will soon reconvene in Washington and the politicians behind the movement to establish federal inspection in all grain markets will again circulate all kinds of false reports against the grain trade of the country, but this time they will meet with organized resistance. Grain exchanges are now organized and will work together against misrepresentation of the political agitators. It may be necessary for every man who remains long in Congress to flaunt some scarecrow lest like the original representative from Buncombe county they be considered idlers. But it would seem better for them to take up some needed reform which they can honestly discuss and truthfully support with facts, for the grain trade will oppose their scheme.

BUCKET-SHOPS at Cleveland and other Ohio points have recently been raided and put out of business, but in the near future they will reopen under another name and catch a fresh supply of suckers.

THE GRAIN EXCHANGES may yet be forced to establish independent lines of telegraf in order to escape the high tolls of the telegraf and telephone trust and to keep their quotations out of the bucket-shops.

MARGINS to protect sales and purchases of cash grain continue to gain new friends, and it seems very probable that the time is not far distant when the trade will either discontinue trading in grain for more than 30 days' shipment, or else require a given margin in case market goes against either party to the contract.

THE POOREST CORN is now being offered in many sections and the grain dealers are actually grabbing at the wet stuff. Hence, the growers cannot be blamed for marketing their corn before the water gets out of it. After the shippers have heard from a few of their damp corn consignments, they will be content to let their competitors handle the wet stuff.

DEALERS of sections visited by freezing weather in October owe it to their business to warn farmers against attempting to grow the next crop from frozen seed, as little of it will germinate. Some dealers are now preparing to conduct germination tests in the hope of interesting the farmers in this problem and helping them to secure seed which will produce a crop.

SCOOP SHOVEL shippers, in their eagerness to handle new corn on a narrow margin, have suffered heavy losses and made some trouble for elevator operators. Reports from different markets show that corn is still arriving in damp and dangerous condition; hence it behooves shippers in the wet corn sections to hold it back until a cold spell drives out some of the moisture.

DANGER surrounds the unprotected shaft whether in cupola or in basement and especially in confined spaces where the elevator operator seldom goes except to make an unusual repair. When about to work close to an unprotected shaft the operator who values his life will first stop the machinery, or pay the penalty of a horrible death, as did a Minnesota dealer last week.

A NEW YORK grain broker, who is known to some as John T. Francis and to others as John T. Mug, has filed a petition in bankruptcy. Few exchanges will admit to membership a man whose business requires him to use different names, and if shippers were careful to confine their dealings to memberships of the organized exchanges they would seldom meet with these characters in organized markets.

MCCUMBER, who has been talking federal inspection for 10 yrs. and misrepresenting the grain trade on every occasion, has recently been repudiated by the American Society of Equity at a meeting in Valley City, N. D. Evidently the senator from North Dakota, who never took the time or trouble to get posted on the inspection proposition, has failed to win the favor of his home folks as well as of the grain trade.

BEANS, as well as corn, can now be imported into Mexico free of duty by the Chief Executive, the purpose being to prevent an excessive rise in price of corn and beans, as the result of failure of Mexico's crops. A commission having been appointed by the President for the purchase and distribution of corn and beans, it seems very likely that the speculators will be unable to profit largely through the suspension of the duty, and high prices are not likely.

COMPLAINT has recently been filed with the Interstate Commerce Commission against railroad companies building and leasing for nominal fee terminal and transfer grain elevators to grain firms who use the houses for their own private business. That this is discrimination, with a large "D," is certain, but it should not be overlooked that every time a railroad company has attempted to operate a terminal elevator in the West it has failed to get enough business to pay expenses. At the Atlantic ports, however, the terminal elevators have been operated by the railroad companies very satisfactorily and successfully.

EACH DAY brings forth a new waterway scheme. The entire country seems to be afflicted with a waterway mania, the like of which has never before been dreamed of. The latest scheme is to parallel the Atlantic coast line with a canal large enough to accommodate the navy and enable it to move up and down the coast for the purpose of protecting the country against invasion. It is truly wonderful the wild and impracticable schemes men can be induced to endorse under the influence of an enthusiastic orator. If half the waterway improvements now proposed are carried out the country will be so heavily encumbered with debt it will take 1,000 years of high revenue tariff to pay it.

GRAINS of the contract grades, especially oats, have been so scarce on recent crops, cash handlers have feared to hedge their holdings and few pit traders have dared to sell what they did not possess. Home demand for all grains has come so near to overtaking production, the amount of contract grain offered in the speculative markets seems to be diminishing each year; and selling in the pits, unless the contract grain is stored in a public elevator, is fraught with much danger. If the option markets are to reflect accurately the value of the country's grain then the buyers and sellers of commercial grades as well as the makers of artificial grades must be given a voice in the pits.

NORTH DAKOTA grain commissioners have issued a warning to the shippers of that state against neglecting to cooper every car carefully and against uneven loading. It seems that many shippers fill the car regardless of whether or not they have enough grain of the same grade, and shipments arriving in Minnesota terminals, just as in other terminals, are found to vary so widely in quality that shippers are often suspected of attempting to plug the load. However, whatever the motive of the shipper is, his grain is generally given the grade of the poorest quality found in the car, and if he bought the grain on grade, as he must sell it, then is he sure to suffer a loss. Carloads of even quality are far more desirable from the average buyer's standpoint and surely are more profitable to the shipper.

PACIFIC COAST millers are bidding a premium of 10c a hundred for blue stem wheat, which is credited with producing more and better flour than club wheat and other inferior varieties. If millers everywhere would discriminate as sharply against undesirable varieties and grades of wheat, careful farming would soon increase the grower's revenue so greatly as to put at end the shipshod methods ordinarily in vogue.

A RECONSIGNING CHARGE seems to meet with the favor of the Interstate Commerce Commission; hence, Eastern trunk lines are not disposed to abolish or reduce the \$2 charge imposed some months ago. The grain exchanges of Eastern markets have been opposing this penalty for diversion most bitterly, but evidently without effect. Continued opposition may secure a reduction, but in view of the position of the Interstate Commerce Commission abolition now seems improbable.

CINCINNATI'S new rules for public weighing have been made effective Dec. 1, after a prolonged discussion of the wisdom of permitting the Chamber of Commerce deputy weighmen to be at the same time employed by the owners of the elevators. The new rule provides that the deputy weighmen shall be in no way interested in the property they weigh. After the directors of the Chamber had approved the new rules the grain men succeeded in having stricken out the objectionable clause providing that settlement of all claims for loss or damage in which the railroads may be interested is to be made according to merit and as developed by the investigation of the railroad.

PRICE DISCRIMINATION AGAINST SECTIONS.

Nebraska, like several other Western and Northwestern states, has a new law, designed to prevent persons, firms or corporations who buy farm produce from discriminating against any section, community or city by paying a higher price elsewhere, freight rates considered. The prime purpose of the law is to prevent firms operating grain elevators at many different stations from destroying competition at other stations. They can pay as high prices as they desire at any station, but the prices at all must be relatively the same when freight rates are taken into consideration.

The Nebraska law is now being tested, an agent of the Updike Grain Co. being charged with violating the King law enacted by the last legislature. His company is charged with paying more for grain at Eldorado one day recently than it paid at Harvard in the same county on the same day. The legislators do not take into consideration that a difference in quality or quantity of grain offered might justify a different price.

If grain buyers are to be required by law to accept all corn at each station at the same price, then they will be sure to make that price low enough to protect them against loss on corn of the poorer grades. A grain buyer is often glad to pay a small premium for enough grain of a given quality to complete a carload and thereby enable him to make a shipment without mixing in grain of inferior quality and standing for a lower price in the central market for the entire load. Dealers of some sections often contract for grain weeks and months in advance, and

the price paid when the grain is delivered may be much higher than the price bid other growers that day.

While we have no sympathy for the man who pays more for grain than the market justifies in order to put a competitor out of business, still we do not see how such a law can be rigidly enforced without working more injustice than it can ever remedy. Surely if grain buyers are forced to pay the same price for grain of all qualities in different sections, then the growers will be robbed of the impetus to produce better grain, and the excellent work of the agricultural experimental stations will be set at naught.

The outcome of the Nebraska case will be watched with interest by the entire trade, as it affects every operator of a country elevator.

ERRORS IN QUOTING FREIGHT RATES.

"Cheap Skate quotations of freight rates" by railroad companies were denounced most bitterly by different speakers at the recent convention of the Industrial Traffic League. It has been pointed out time and again that the Hepburn law protects the railroad companies against errors, made either wilfully or otherwise. In fact, the law requires the railroad companies to recover under-collections covering a period of five years, even tho the misinformed shipper is forced into bankruptcy.

Recent corrections of some rates by the rate clerk of the Interstate Commerce Commission have shown carriers to be quoting lower than legal rates in a number of cases. One man for more than five years had been favored with a rate of 8c under the legal rate. Another shipper, according to the decision of the Commission rate expert, owes the carrier over \$100,000, he having been favored to that extent in a quotation of a rate lower than the legal rate.

Nearly every organization of shippers that dares to stand for the rights of its members has denounced the law which protects the real law breaker and assesses the penalty on the innocent shipper. The multiplicity of confusing tariffs makes it utterly impossible for the average shipper to determine what the legal rate is between two points. He is dependent absolutely upon the rate clerk of the railroad company, who is supposed to be a tariff expert.

A number of associations are working to bring about an amendment of the law which will require the agent receipting for the freight to write the rate in the bill of lading when requested by shippers, and requiring that such rates be protected in order to prevent shippers doing business at a loss. It is also designed that any such misquotations shall subject the carrier to a reasonable penalty.

No sane congressman will dare to lift his voice against making the needed amendment, but the action will not be taken voluntarily; shippers must force it through Congress if they are to obtain any relief.

The Hepburn law has been in force about two and one-half years, and many shippers have been granted rates much too low, which they must make good when the auditors of the railroad companies discover the cut.

Grain shippers everywhere are vitally interested in this matter and the more protests they send to their Congressmen against the continuation of these provisions of the existing law the sooner will relief be obtained.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the railroad companies have made the following changes in rules and rates:

In ICC GO-1437 Pennsylvania R. R. gives rates, effective Dec. 7, on ex-lake grain from Buffalo to cities east of it.

The Pennsylvania system, in ICC F 204, effective Dec. 6, specifies rules for transferring grain thru eltrs. at Bucyrus, O.

Rules governing elevation allowance on grain at St. Louis and East St. Louis are published in ICC A3927 by the Katy, effective Dec. 7.

Allowances for elevation of grain and seeds at Cairo and East St. Louis, Ill., and St. Louis, Mo., are given in ICC 2944, effective Dec. 7, St. L. S. W.

Rules governing charge and settlement of expense for grain doors are canceled by the C. I. & L. in Sup. 1 to ICC No. 1936. ICC 2210 gives rules effective Dec. 10.

Grain in bulk, ex-lake, from points on L. V. and connections to points taking New York, Philadelphia and Baltimore rates; ICC No. B4801; effective Dec. 7.

For cleaning, grading, inspection, sacking, weighing, change of ownership, consignment or destination, Buffalo, the Grand Trunk has filed ICC 1294, effective Dec. 4.

St. J. & G. I. in ICC 344, effective Dec. 4, states elevation allowance paid houses at St. Joseph, Mo., and Elwood, Kan., for loading or unloading grain and seeds.

Rules governing the lining of cars for flaxseed will become effective Dec. 7 on the B. & O. ICC No. 8830 from West Fairport, O., to Baltimore and Philadelphia.

Wheat, 30c; corn, 25c, are new rates between St. Louis and Carondelet, Mo., and Kenefick, Bromide and Wapanucka, Okla., Missouri Pacific; by special permission No. 11,318.

Absorption of switching charges, within Chicago switching district, on grain, grain products and seeds to and from industries located in district, is provided for by the L. S. & M. S. in ICC A2486.

The C. & P. & St. L., thru ICC 725, effective in Illinois Nov. 1, interstate Dec. 1, announces rates on wheat and speltz, rye, oats, barley, kafir corn, corn and buckwheat to Chicago from point in Illinois.

The L. S. & M. S. has filed ICC A2481, effective Dec. 1, on grain and grain products from stations on its lines to points in Pennsylvania, Michigan, Kentucky, Ohio, Indiana, Illinois and Wisconsin.

Effective Dec. 7, ICC 6348, D. L. & W., wheat, corn, rye, barley, oats and flaxseed, in bulk, ex-lake at and east of Oswego, N. Y., to Hoboken Terminal, N. Y., and points within lighterage limits of New York harbor.

In Sup. 8 to ICC A2590, effective Nov. 30, the Great Northern makes rates on millet or flaxseed, wheat, corn, oats, barley and rye between Chicago and points entitled to the same rates in North Dakota and Minnesota.

ICC Nos. 7865, 7864, 7863, Erie R. R., effective Dec. 7, corn, oats, wheat, rye, barley and flaxseed ex-lake, at and east of Buffalo, including elevation, 10 days' storage and loading to cars to eastern and New England points.

Grain and grain products (on shipments originating beyond) from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., and rate points; Missouri Pacific ICC A1267, effective Dec. 12.

The Missouri Pacific, in ICC 1269, makes new rates on grain and grain products, seeds, hay and straw, effective Dec. 12, from points in Illinois and Missouri, on the Ill. Cent., Ill. Sou., St. L., I. M. & S. and Wabash, Chester & West. to Texarkana, Ark.

The Illinois Central has filed ICC A7668 (effective in state Oct. 28; interstate, Dec. 1), on grain products and commodities similarly rated, between St. Louis and East St. Louis, and Illinois Central stations in Wisconsin and Illinois. Also included are Hedrick, Dubuque and West Lebanon, Iowa.

The Vandalia has announced a change in east bound grain rates from St. Louis, effective Dec. 20, which practically does away with the much disputed bridge arbitraries hitherto collected for the transfer of grain across the Mississippi River. This action amounts to a material reduction in the grain rates through the St. Louis gateway. The rates from St. Louis are now the same as those from East St. Louis on traffic moving to eastern points, whether the freight originates at St. Louis or west of the Mississippi River.

W. M. Hopkins, mgr. transportation dept. of the Chicago Board of Trade, has issued bulletin No. 61 giving the following tariff changes: Effective Dec. 15 rates on corn, oats, rye, barley and grain or flaxseed screenings from St. Paul, Minneapolis and Minnesota Transfer, Minn., will be advanced 1/2c per 100 lbs. to Memphis, Tenn., and 1c per 100 lbs. to Mobile, Ala., New Orleans and Port Chalmette, La., on barley, corn, speltz, elevator dust, flour mill refuse, grain or flaxseed screenings, oats, oat clips and rye. (See C. St. P., M. & O. Ry. tariff No. 1136-G, I. C. C. 3643.) This tariff makes the thru rates 17 1/2c per 100 lbs. to Memphis, Tenn., and 22 1/2c per 100 lbs. to Mobile, Ala., New Orleans and Port Chalmette, La., with transit privileges at Chicago. The proportions of the thru rates applicable south of Chicago are 10c per 100 lbs. to Memphis, Tenn., and 15c per 100 lbs. to Mobile, Ala., New Orleans and Port Chalmette, La. It is understood that the C. M. & St. P. has issued a similar tariff and that it is the intention of other Minneapolis lines to publish such rates in the near future, but advices have not yet been received of the date when they become effective. It should be noted that no change is made in the present rate of 20c per 100 lbs. on wheat from Minneapolis to Memphis, which rate applies via Chicago with transit privileges, the proportion south of Chicago being 10c per 100 lbs.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

See 16298, leaking wheat badly at wheat door and at sheathing on side of car passed thru Braddock, N. D., Nov. 9; tried to fix it best I could, but train did not stop over 5 minutes, so could not repair properly.—F. L. Griffiths, agt. Minn. & W. Grn. Co.

C., O. & G. 28334 (Rock Island) passed thru Brighton, Ill., Nov. 8 southbound on the C. & A., leaking white oats over both drawbars. Drawbar and part of one end torn out; shortage will be large.—Russell S. Brown.

C. R. I. & P. 57293, passed thru Haverhill, Kan., Nov. 5, on Frisco local eastbound; leaking wheat on both sides and at rear end.—Brown & Brown.

Crop Reports

ILLINOIS.

Rantoul, Ill., Nov. 17.—Corn is one-third done here and should be only begun. Corn is not keeping well.—Coom Bros.

Campus, Ill., Nov. 13.—I expected a good movement of new corn by December 1, but it all depends on the condition of the roads. —M. R. Walsh.

Joliet, Ill., Nov. 13.—Have not handled any new corn; good crop, 45 to 50 bus., quality fine. The fool farmer is husking too soon.—M. Truby.

Versailles, Ill., Nov. 12.—Corn is turning out well and is of good quality. A large acreage of wheat was sown this fall and is looking fine.—J. R. Bell, Beggs, Lewis & Bell.

Flanagan, Ill., Nov. 16.—Not much new corn is moving on account of wet weather; but as soon as that clears up much will move. Hope we can have a good car service.—Locker Bros.

Gardner, Ill., Nov. 13.—Average size of crop is 50 bus., 20% larger than last year; big movement in December and January; condition of new corn is 10% below last year. Farmers selling quite freely; we are paying 50c.—J. W. Thornton & Son.

Elwood, Ill., Nov. 19.—Oat crop 30% larger than last year; 50% remains to be shipped; test 34 lbs. per bus. Corn crop 50% larger than last year; big movement expected in December; condition is fair; green; what it wants is a few weeks of cold weather. Farmers holding; want 60c; we are paying 51c for new corn.—J. C. Beattie.

Wolfs, Oswego p. o., Ill., Nov. 17.—Corn crop is short, big movement expected latter part of December. Most of the farmers will hold their corn. Short ears but of good quality. We are paying 58c for old and 51½c for new. Oats are testing from 33 lbs. to 35 lbs. per bus.; not stained very much.—George Kersten, Jr., of Kersten & Smiley.

Plainfield, Ill., Nov. 20.—Size of oat crop about 110% compared with that of last year; 60% remains to be shipped. Size of wheat crop is same as that of last year; a big movement is expected in January. We will have a fair movement of corn at 60c or better; we are paying 51½c for No. 3. New corn is green, will not be fit to shell before Dec. 15.—Barr Grain Co.

Aurora, Ill., Nov. 17.—Four times as much wheat sown here this year as last. Condition of growing wheat is fine; was never better. The outlook is 100,000 bus. winter and spring wheat. A big movement of corn is expected Dec. 15; farmers holding; want 70c. Condition of new corn is good. We are paying 55c for new and 51c for old corn.—Aurora City Mills.

Elwood, Ill., Nov. 19.—More than half of oat crop remains to be shipped; weight 32 lbs. per bus.; 25% larger crop than last year. Corn crop is 20% larger than last year; big movement expected in December; condition of new corn will be good if weather stays cold. Farmers holding; some have to sell to make crib room; want 55c; we are paying 51c.—Wm. Schumacher.

Gardner, Ill., Nov. 19.—Fifty per cent of oat crop here remains to be shipped. Test 32 lbs. to the bus.; 50% larger crop than we had last year. Condition of new corn is good, but quite a lot of moisture; larger crop than last year; big movement expected in December. Half of the farmers are selling their corn to make room. We are paying 51c for new corn.—Hargreaves & Drew.

Matteson, Ill., Nov. 18.—Corn crop compared with last year is 133¼%. Big movement will start as soon as weather permits; one-third of the farmers will hold until May. We don't buy any corn on account of weather; condition of new corn is fairly good; 80% of oat crop remains to be shipped; double the crop compared with last year; test 34 lbs. to the bus.—Stege Grain Co.

New Lenox, Ill., Nov. 18.—Oat crop here this year is twice as large as last; average weight 35 lbs. per bus.; 60% remains to be shipped. Corn crop is 20% larger compared with last year; big movement expected middle of December. New corn is pretty damp; the best will go No. 4 and lots of no-grade. Good many of the farmers will sell; I am paying 52c for No. 3 yellow and 51c for No. 4 yellow.—H. N. Dickinson.

Dwight, Ill., Nov. 20.—Oat crop compared with last year is 135%; weight per bus. 35 lbs.; 75% remains to be shipped. Corn crop compared with last year is 133 1-3%; condition is good, never better; big movement expected in December; half of the corn is sold to make room. I am paying 51c for new corn.—Frank Gibbons.

Odell, Ill., Nov. 22.—Corn is a full crop compared with last year; big movement will begin whenever roads and weather get dry; too soft to ship, but quality is good. Farmers will hold half of their corn; we are paying 50c. About 90% of oat crop remains to be shipped; average weight, 30 lbs. per bus.; 90% of a full crop compared with last year.—C. A. Vincent.

Pontiac, Ill., Nov. 17.—Corn is somewhat damp here but some good cold weather will put it in shape. It is of fine quality this season, never better. On our poorer lands corn is making around 40 bus. per acre and on fair lands 45 to 55; on clay lands it is making 53 to 75 bus. per acre. I think the crop will average 56 bus. Wm. Brunsell, 6 miles north, has just finished husking 40 acres that weighed an average of 75 bus. to the acre. W. H. Bentley, a half-mile north, had 24 acres that averaged 75½ bus. From now on the movement will be immense.—G. Brunsell, mgr. Pontiac Farmers Grain Co.

INDIANA.

West Point, Ind., Nov. 18.—We are not yet receiving any new corn, but expect to commence this week. We expect the quality to be good, as corn in this vicinity is reported to be sound and free from rot. We look for a rush within the next 45 days and anticipate a car shortage. A fair per cent of oats yet in farmers hands, that will not move until toward spring.—W. B. Ford, agt. Crabbs-Reynolds-Taylor Co.

IOWA.

Des Moines, Ia., Nov. 13.—Corn is not in good condition; it is needing cooler weather.—B. A. Lockwood.

Fremont, Ia., Nov. 10.—Corn will average about 25% less than last year and very damp yet.—J. E. Kennel.

KANSAS.

Aurora, Kan., Nov. 19.—New corn is coming on the market now but is of poor quality, averaging about 15 bus. per acre. Wheat outlook is good.—A. B. Pennock & Son.

Zenda, Kan., Nov. 19.—Winter wheat is looking fine. Considerable wheat yet to be marketed, but farmers say they must have an even \$1. Corn crop is very light.—E. E. Baird.

Winona, Kan., Nov. 20.—The prospect for fall grain is good. Fall wheat is coming on in fine condition. We were bothered with smut this season but most of the farmers treated their wheat this fall for smut. Those who treated their seed wheat last season found that it paid.—W. S. Filth, agt. Hoffman Eitr. Co.

MINNESOTA.

Minneapolis, Minn., Nov. 16.—Grain is moving fairly well. In some localities farmers are holding because they do not need to sell, their income being from live stock and dairy. Where years ago they depended entirely on their grain products they are now enabled to hold them for better prices. On account of high prices last spring their bins were fairly well scraped out. Many of them expect to get as high prices as we had then.—Thos. Hanson of Thos. Hanson Co.

MISSOURI.

Moselle, Mo., Nov. 20.—We think there is more wheat put in this fall than for many years. It is looking well and weather is fine for growing.—Loggbrinck Grn. & Timber Co.

MONTANA.

Townsend sta., Morrill p. o., Mont., Nov. 19.—The crop in Broadwater county, Mont., was damaged considerably by hail last summer; on that account there will be a quarter less in the Missouri Valley this year than last.—E. A. Strauch.

NEBRASKA.

Arapahoe, Neb., Nov. 9.—Movement of grain from this station thus far is light. —C. S. Fuller, mgr. Farmers Co-op. Grn. Ass'n.

Wausa, Neb., Nov. 16.—Oats average 30 bus., good quality; corn, 40 bus., good quality. The weather last three days has put a stop to all farm work; rain and snow since Friday, Nov. 12, with an old time blizzard from the northwest today; no new corn marketed or contracted yet. —C. J. Johnson, agt., Saunders-Westrand Co.

Ulysses, Neb., Nov. 22.—About one-half the corn yet in the field and ground covered with snow; wheat goes into the winter with the ground in fine shape.—Lemmon & Smith.

Murdock, Neb., Nov. 19.—Most all the farmers in this section have finished corn husking; was a light job this year; average 25 bus. per acre and not extra good quality but chaffy; heaviest rain recently known in this section for years, putting fall wheat in good condition for the winter; I think we have 20% larger acreage this fall than last year; quite a lot of old corn in farmers hands; have been holding for 70c.—J. S. Ridgeway, agt. Lincoln Grn. Co.

NORTH DAKOTA.

Churchs Ferry, N. D., Nov. 8.—Average yield hereabout is 15 bus.—Olof Carlson.

New Rockford, N. D., Nov. 18.—Yield of grain in Eddy county about same as last year but is not of as good a variety; more poor wheat and less No. 1 northern.—Farmers Eitr. Co., per W. C. Beardsley, mgr.

OHIO.

Rex, O., Nov. 20.—New corn moving quite freely, but is not in as good condition as it was last year at this date; average yield about 40 bus. per acre; no wheat or oats moving to speak of.—H. J. Brubaker.

Maplewood, O., Nov. 12.—Corn is a good crop through here and farmers want to sell on account of crib room but corn is a little damp; need cooler weather and will be O. K.; little wheat sown.—J. C. Wones, Maplewood Eitr. Co.

Stelvideo, O., Nov. 20.—Corn in this section is making about 50 bus. to the acre; not in condition to handle; is of good quality, but contains too much moisture to shell; wheat looking fairly well; little thin on the ground, but regular over the field.—H. M. Coppess.

OKLAHOMA.

Granite, Okla., Nov. 22.—Wheat crop here is looking fine; acreage about same as last year; just had one of the finest rains that has fallen in this country in a long time.—Granite Grn. Co.

OREGON.

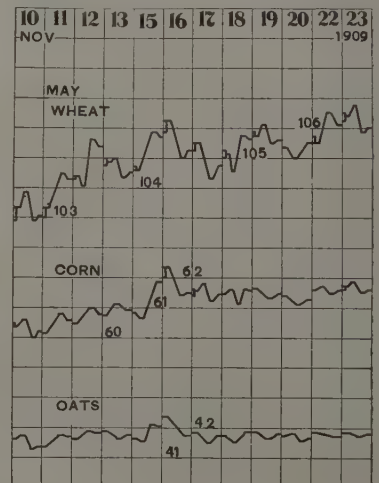
Island City, Ore., Nov. 22.—We have a good crop of wheat in eastern Oregon, and some parts of the state have a large crop. We have never had a crop failure in our valley.—Ed. E. Kiddle, mgr. Pioneer Flouring Mill Co.

SOUTH DAKOTA.

Volin, S. D., Nov. 13.—Grain is moving pretty slowly here; corn is good quality, yielding from 30 to 50 bus. per acre.—E. A. Harseim, Volin, S. D.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Nov. 24 are given on the chart herewith.



Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

TO KEEP WATER FROM FREEZING.

Grain Dealers Journal: Some time ago we saw a recipe in the Grain Dealers Journal to keep water from freezing. We would like to have the formula given. We refer to water in our cooling tank for gasoline engine.—Early Grn. & Elev. Co., Amarillo, Tex.

Ans.: The most satisfactory method to prevent freezing of water in gas engine water jackets is thru the use of calcium chloride, the names of concerns supplying this chemical being found in the advertising columns of the Journal. Four gallons of calcium chloride in a gallon of water will prevent it from freezing at a temperature of 17° below zero, Fahrenheit; five pounds being sufficient to prevent freezing at a temperature of 54 below. Calcium chloride of the best grade is absolutely odorless and will not evaporate.

MUST SHIPPER PAY FREIGHT ON LARGE CAR WHEN SMALL CAR WAS ORDERED?

Grain Dealers Journal: Last December we ordered two 60,000 capacity cars for wheat to Cincinnati. We got one 60,000 and the other 100,000. The railroad agent told us to load them, altho we wanted only 1,000 bus. in each car. As it was a time shipment and the time almost up we did so.

Now the railroad company wants us to pay the dead freight on the large car. We would like opinions on whether we are liable for the dead freight.—Farmers Elevator Co., Houston, O.

Ans.: While it has seemed only fair that a shipper who uses a larger car, because the carrier has none at hand smaller, should not be charged for the space he cannot use, yet the railroads have been levying this unjust charge and the question has been in dispute until last spring when such a case was decided in favor of the shipper by the Interstate Commerce Commission, as reported in the Journal of May 25, 1909, page 691.

In this case Edwin Beggs ordered a 40,000-lb. capacity car and one of 60,000 lbs. capacity was furnished. The Wabash Railroad tariff provided that the marked capacity should be the minimum for grain, but in no case less than 40,000 lbs. on all cars of marked capacity up to 80,000. Mr. Beggs loaded 46,440 lbs. into the car and the road charged him with the 13,660 lbs. short of 60,000. After presenting claim to the Interstate Commerce Commission for reparation Mr. Beggs was given judgment May 3 against the road in full for the overcharge, the Commission upholding Mr. Beggs' contentions in every particular. The Commission said:

"When the carrier cannot furnish a car of the capacity ordered by the shipper, and for its own convenience furnishes a car of greater capacity than the one ordered by the shipper, it will be used on the basis of the minimum carload when fixed

in the tariff to be applied on the size of the car ordered by the shipper, but in no case less than the actual weight."

WANTS MARKET FOR BALED FLAX STRAW.

Grain Dealers Journal: Where can I find a market for baled flax straw?—A. W. Swinton, mgr. Farmers Elevator Co., Stanton, Minn.

WANTS MARKET FOR COBS.

Grain Dealers Journal: If any of the Journal's readers know of any outlet for shipments of cobs I shall be much pleased to hear from them.—L. J. Kaiser, New-man, Ill.

ARE MINIMUM WEIGHT RULES OF GREAT NORTHERN ON HAY LEGAL?

Grain Dealers Journal: Have the Interstate Commerce Commission or the Supreme Court ever passed upon the minimum weight rulings of the Great Northern and Northern Pacific Railways?

Some kinds of hay are so light that they cannot possibly be baled to weigh up to the minimum tonnage. The Coast dealers who import Montana blue joint, for instance, are compelled to pay freight on a \$7 basis for 1 to 3 tons of hay more than can be put into a car.—W. W. Robinson Co., Seattle, Wash.

Ans.: Rules compelling shipper to pay freight on more weight than can be crowded into the car cannot be enforced. This matter came up on the Rock Island Road a few years ago and the rule then modified was copied by other lines with regard to grain. To the rule on minimum weights was added a clause that actual weight loaded should govern when the station agent had inspected the loaded car and made notation on B/L that "car is loaded to its physical capacity." The same rule should be applied to hay.

Watch Out for "Son of Prominent Broker."

A light-complexioned young man, weight about 140 pounds, and with light, curly hair, two weeks ago walked into the office of Fred Paddleford at Chicago and introduced himself as the son of H. D. McCord of Minneapolis, Minn.

He said his pocket had been picked of \$60, that he was here with his wife and stranded with only 85 cents in his pocket. Mr. Paddleford at once handed him \$10 and has the receipt.

At Indianapolis, Nov. 13, the same individual represented himself to George L. Stebbins as the son of Fred Paddleford and tried to obtain a small loan. Inquiry was made by wire to Mr. Gardner at St. Louis as to whether Mr. Paddleford has a son.

Mr. Paddleford then inquired at Minneapolis and learned that H. D. McCord had two sons, but neither fitted the description. Mr. Paddleford never had a son, tho he is the father of two lovely daughters; and his Minneapolis friend declared he must have been rather "soft" to be thus taken in. Mr. Paddleford's chief concern is that some of his friends who would be very glad to help a son of his, if stranded, may be imposed upon by this young crook.

His game seems to be to introduce himself as the son of a prominent broker. If the blonde "son of a prominent broker" comes your way call the police.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

DON'T STORE.

Grain Dealers Journal: In the Journal, Nov. 10, page 602, I notice a communication signed Rudy & Co. purporting it is the custom here to store oats; recently it also was reported by a correspondent from Kansas, Ill., that such was the case.

I desire to say that I own and operate a 50,000-bu. house here and have done so for the last 13 years and do not now and never have stored any kind of grain for anyone, nor do I find it necessary. In fact the way to eliminate free or any other kind of storage is—DON'T STORE.—Dexter Baber, Dudley, Ill.

MORE MOISTURE IN THE NEW CORN.

Grain Dealers Journal: The new corn arriving in this market this fall has been showing a much larger percentage of moisture than the crop of 1903.

The Ohio corn is the poorest, with Indiana and Illinois about even. The larger proportion of our corn has been grading No. 4, with a few cars grading No. 3, and nearly all the Ohio corn sample grade, some of it showing a test of 25 per cent moisture. The condition of the corn other than the moisture content is fine, and if it is properly cared for in the crib we shall have a fine crop to handle during the year.—F. W. Harrison, chief grain inspector, Board of Trade, Detroit, Mich.

BILLING TAUGHT BY MAIL.

Grain Dealers Journal: We pause in our mad quest for the golden grain (which we do not seem able to purchase from the down-trodden farmer) long enough to get the following out of our system. It was handed to us out near Yankton and, having been unable to sleep since, think we better unload.

(Void if detached.)

A bright youth, of about thirty years, recently was graduated from an Inter-racial Co-respondent's school and immediately hung out his shingle and began practicing grain. By nosing around and bidding about three cents over the market on a sick day he finally bought a few cars. Just about this time Dr. Government Report injected some anti-low-price dope into the market and our hero was thereby enabled to sell his grain to a Minneapolis company at a profit. He received billing directions in due time and after writing an acknowledgment of same addressed the envelope to the Minneapolis company as follows:

"The Humdinger Elevator Co., Kasota, Minn. To be cleaned and forwarded account Minneapolis Transit."

Yes, thanks. I feel much better now.—Traveler.

I have been a reader of the Grain Dealers Journal for several years and have gained some valuable information. I certainly would not be without it while in the grain and eltr. business.—R. G. Stuhr, Reliance Eltr. Co., McGregor, Ia.

Grain Exchanges Organize International Council

"In accordance with a resolution unanimously adopted at the business session of the assembly of grain exchanges in this city September last, I hereby issue a call for a meeting of delegates from all grain exchanges in the United States and Canada, to be held in the Chicago Board of Trade rooms on Nov. 15, for the purpose of taking definite steps towards the formation of a federation of the grain exchanges of North America.

"It is requested that the president of each exchange appoint two delegates to this meeting, together with as many other representatives as may be able to attend. It is especially desired that the president of each exchange attend as either a delegate or a representative."

In response to this call sent out by J. A. Bunnell, president of the Chicago Board of Trade, 20 of the 26 exchanges invited named delegates to the meeting held Nov. 15 in the Chicago Board of Trade directors' room.

Mr. Bunnell called the delegates to order at 2:45 p. m.

Mr. Bunnell: The purpose of this meeting is to form a central organization to attend to all matters in which the grain exchanges are mutually interested. The benefits were fully covered at the September meeting. This meeting is for action; for organization. I make no suggestions; the delegates must return to their respective exchanges to have their action ratified. An informal dinner has been arranged by the officers of the Chicago Board at 6:15 p. m. in the German room of the Grand Pacific hotel, where a continuation of the meeting may be called.

Edward M. Flesh of St. Louis was selected to act as chairman of the meeting.

E. M. Flesh: I appreciate the compliment very highly. We are here for action and I don't intend to make a speech.

John L. Messmore: I nominate J. C. Murray of Chicago as secretary of this meeting.

J. C. Murray called the roll, showing the following delegates present:

Exchanges Represented.

Baltimore Chamber of Commerce: Chas. England, Geo. S. Jackson, John M. Dennis.
Buffalo Corn Exchange: Chas. Kennedy, L. S. Churchill.
Detroit Board of Trade: Arthur S. Dumont.
Duluth Board of Trade: Stephen H. Jones, C. F. Macdonald, G. G. Barnum.
Ward Ames, W. C. Poehler.
Indianapolis Board of Trade: Bert A. Boyd.
Kansas City Board of Trade: C. W. Lonsdale, Geo. H. Davis.
Louisville Board of Trade: Thos. G. Williams, R. L. Callahan.
Milwaukee Chamber of Commerce: E. J. Furlong, Clark Page.
Minneapolis Chamber of Commerce: J. R. Marfield, John G. McHugh.
Memphis Merchants Exchange: V. L. Rogers, S. M. Bray, S. T. Pease.
New York Produce Exchange: Frank I. Maguire, Ernst Pfarrius.
Omaha Grain Exchange: E. P. Peck.
John R. Morris.
Peoria Board of Trade: C. C. Miles, A. G. Tyng.
Richmond Grain Exchange: John R. Cary.
St. Louis Merchants Exchange: Edward M. Flesh, John L. Messmore, Nat. L. Moffitt.
Toledo Produce Exchange: Frank I. King, F. O. Paddock, H. L. Goemann, E. L. Camp.
Philadelphia Commercial Exchange: W. M. Richardson, E. E. Delp.
Pittsburg Grain & Flour Exchange: J. A. A. Geldel.

Secretary J. C. Murray read a telegram from W. F. McCullough, president of the Wichita Board of Trade, regretting that he was unable to attend the meeting.

Secretary Murray read a letter from C. N. Bell, secretary of the Winnipeg Grain Exchange, regretting that press of business just at this time prevented that exchange from being represented; that the Winnipeg Exchange was entirely in accord with the idea of forming an ass'n, and expected later to become a member.

Chairman E. M. Flesh: I call upon Samuel P. Arnot, chairman of the Chicago committee, to outline the organization.

S. P. Arnot: We have reached some conclusions on vital points. At the time of the meeting in September everybody became enthusiastic over the federation of grain exchanges. Your Chicago committee believes it is impossible to form a central organization to commit the exchanges to a definite line of action. To enter into any federation that of itself would have any definite power would be erroneous.

The best that could be done at this time would be a sort of affiliation. This organization should be made up of directors of grain exchanges or boards of governors, for they would be able to return to their several directories with the action for confirmation. If it were a matter that the directors could act upon they could do so at their next meetings or they could place the proposed action before their memberships for vote.

If after a time it was deemed advisable to form a federation, it would take a ballot vote by the members of exchanges. It is best for this meeting to concentrate its action on this organization and get it perfected. Let us not inject into this meeting something upon which we might argue for two or three days. If we can get the organization perfected, then we can take these questions back to our exchanges for discussion. I offer this simply as a suggestion. (Applause.)

Chairman E. M. Flesh: We would like to hear from some of the other gentlemen present.

E. P. Peck: Mr. Arnot very clearly stated my ideas. I hope the organization will be effected before we adjourn.

Frank I. King: We hoped that more be done than organization. We don't want a dress parade organization. We would like to have a more general organization.

J. R. Marfield: I came to be a good listener. I think the Minneapolis Chamber of Commerce will co-operate. We are losing a good deal of business.

Charles Kennedy: It seems to me we ought to organize and then take up some of these subjects. I hate to go home and say we did nothing but organize. I move that we proceed directly to organization. Unanimously adopted.

It was suggested that a president be elected; and some confusion arose here, Frank I. King suggesting that "We outline a plan before nominating officers." Another suggested that "We determine a name."

J. A. Bunnell suggested that a committee of three be appointed to draw up a preamble and first have a discussion.

S. P. Arnot: If the delegates will give their views in a discussion the committee can more easily frame up a constitution or preamble. Chicago would not have presented its views so fully had we not supposed the other exchanges would also express their ideas.

John M. Dennis: We came here to find out what was proposed. I do think that the suggestion made by the Chicago committee was an excellent one. This organization can only be an advisory one; with one of each ass'n a member of the board of directors. I suggest that each exchange have two members. A committee should be appointed and have ample time to prepare the preamble and by-laws. If you discuss it here we will not come to any definite conclusion.

W. M. Richardson: I think it much better to appoint a committee of 10. A committee of 5 could not divide up the territory. We are here empowered to bind our exchange.

C. W. Lonsdale: How many exchanges are represented?

Secretary J. C. Murray: Eighteen exchanges.

S. H. Jones: How many are authorized to bind their exchanges?

S. P. Arnot: This organization approved can then go to our exchanges, for they would certainly concur with recommendations made by this body. Then allow the different exchanges to join by appointing members of this body.

E. J. Furlong: I suggest that a committee of 8 be appointed to draw up a plan of organization. Unanimously adopted.

Charles Kennedy: I suggest to the committee that the organization have a president, three vice-presidents, secretary and treasurer, and an executive committee of 7 to 9 members.

N. L. Moffitt: I suggest that the name be Council of Grain Exchanges of North America. Unanimously approved.

Chairman E. M. Flesh appointed England, Kennedy, Peck, Furlong, Pfarrius, Richardson, Tyng and Arnot a committee to retire to the anteroom and draw up a plan of organization.

Bert A. Boyd: We are on the right track. Anything along the line presented here will be confirmed by our board.

J. R. Cary: I came here without instructions. We are in sympathy with anything done for the benefit of the trade.

F. O. Paddock: This is the day of get-together clubs. We cannot go into this organization unless we have a definite object. It is not only a good fellowship club. We should forget our differences of location and get uniformity of inspection and uniformity in transaction of the business of the country. To report that we met and had a good time is not sufficient.

A. G. Tyng: As far as the Grain Dealers National Ass'n is concerned, our membership is largely made up of members of exchanges; but I cannot speak for the G. D. N. A. We are here as representing the Peoria Board of Trade. As far as Peoria is concerned, we are heartily in favor of organization. I do not believe we should take any steps without due thought.

W. N. Eckhardt: Chicago has given its views so fully little remains to be said. It is a question whether we should undertake too much at this time. The question of organization is before you now.

John L. Messmore told a funny story about three Irishmen at San Francisco who formed a triumvirate to publish a paper for the Irish cause, each to take turns in writing the editorials. One ad-

vocated dynamite, the second organization and the third an army, with the result the paper went into bankruptcy.

J. A. A. Geidel: I came without instructions, to report back what I learn. I believe our exchange can be depended upon to indorse what is done here today.

T. G. Williams: We have no instructions except to report. We feel that the organization can be and ought to be a live wire.

H. L. Goemann: I believe the main thing is organization; but we ought to go farther than that. After agreeing upon organization we should take up some of the vital subjects, one of which is the margin upon cash grain. They can be brot up before our boards of directors by taking back some concrete recommendations. We ought to recommend these certain matters be given immediate action.

John M. Dennis: If we have a right to call a country shipper for margin on his shipments it will drive his business into the pit at one-sixteenth cent commission. I think the pit has more business than it ought to have now. I cannot conceive of calling a margin from a country shipper who is worth more than I am. I recognize it is a very pernicious business for a man in Baltimore to be buying oats in Minneapolis for July shipment. The business in sales of grain for deferred shipment amounts to millions of dollars, but the loss is infinitesimal. If you don't wish to take the risk, refuse to do business with him. I would blush to

go to these men with whom I have done business for 20 years and tell them they are not good and that we require margins of them. I think I would blush still more at the answer I would receive.

H. L. Goemann: I believe the practice already has been begun by the Armour Grain Co. I don't think there are two sides to it, as I am compelled to do it by the irresponsible houses. We today take unnecessary chances, made by the man who has not a dollar. Only in the last five years have we brot about this future selling. You are breeding an era of speculation that will drive out all the responsible people in the trade.

S. Tate Pease: We are heartily in favor of organization. Some rule for margin on cash grain would be the best thing that ever happened. When the market goes their way they pretty near give the stuff away, and the responsible dealer with an elevator cannot meet this competition.

Stephen H. Jones: If it is necessary I believe it would be a good thing to have a general rule.

J. C. Murray: A rule would enable us to go to the small dealer and ask him to put up some margin. To the average feed dealer, speculation in oats for July delivery is not a necessity, and such a margin rule would stop it. Who should hold the margin, and how much margin should be called?

H. L. Goemann: The idea is to eliminate the export end and confine it to the

domestic end. The small feed dealer speculates on your money at your expense. I suggest that the call be a basis at close of market for 30 days, with a credit of 1, 2 or 3 cents per bushel before demand for margin, and a system of depositing margins with banks over the country and certificates, thus avoiding a double call for margins.

Robert McDougal: I doubt if any steps can be taken unless there is some assurance that the margin rule will be general.

H. L. Goemann: If all markets incorporate this rule it will adjust itself, the rule being compulsory.

Robert McDougal: A compulsory rule cannot be made effective any length of time. The present practice is recognized by the local committee as a vicious one. The point as to whether it should be made compulsory or optional has occasioned much discussion and is one on which the committee cannot agree.

H. L. Goemann: The only way to succeed is to make it compulsory. You must make an arbitrary rule.

A. G. Tyng: It is hard to make a rule compulsory on cash grain and not on pit trades.

J. R. Marfield: Many shippers in our market have taken this means to do business. Minneapolis has over 1,000,000 bus. of oats in store, and I doubt if Minneapolis carries 200,000 bus. oats hedged in the Chicago market. Last year we had 3,000,000 bus. oats and we had them sold here for May. As long as Chicago is the only market having a pit trade in oats let us look to them to place the future trade in futures on a basis with the cash trade, so the legitimate dealer can do business.

J. A. Bunnell: It is compulsory in the Chicago pit to put up margins when called.

Arthur S. Dumont: That is not one of the evils at Detroit. We are more interested in uniform grading of grain.

John L. Messmore: We had wheat bought from the country, and on the big advance we asked some of them to send us margins. They wrote back: "The reason we sold you the cash grain was that we would not be required to put up margins."

W. N. Eckhardt: The country dealer is willing to put up margin with commission firms, as Mr. Messmore says, but it is only fair that the margin should be in the hands of some disinterested parties. It would be very difficult to enforce a compulsory margin call.

Chairman E. M. Flesh: The committee on plan of organization is ready to report.

Charles Kennedy, chairman, read the following report of the committee on plan of organization:

Organization Committee Report.

The Association shall be known as "Council of North American Grain Exchanges."

The council shall consist of two delegates from each Exchange represented, to serve for the period of one year, or until their successors are appointed.

The officers shall be a president, three vice-presidents, a treasurer.

The secretary shall be appointed by the president, subject to the approval of the executive committee.

The executive committee shall consist of seven, including the president.

All the officers and the executive committee to be elected by the council.

This committee recommends that committees be appointed by the incoming president to accord with the constitution and by-laws to be hereafter prepared and adopted by the council.

We recommend that the annual meeting be held in Chicago on the first Monday in February; and that subsequent meetings be held at such time and place as the executive committee may determine.



S. P. Arnot, Chicago, Ill., First Pres. Council of North American Grain Exchanges.

We recommend that the officers, as above, be elected at the present meeting to serve until the annual meeting,—to be held the first Monday in February, 1910.

We recommend that the executive committee be instructed to prepare a preamble and by-laws to be submitted for adoption at the first annual meeting to be held the first Monday in February, 1910.

The report was adopted section by section and then unanimously in its entirety.

Charles England: You have a gentleman most fitted to be president of the ass'n—J. A. Bunnell.

J. A. Bunnell: I cannot allow you to consider my name. I am not a grain man. You need for this office a grain man.

S. P. Arnot being nominated, declined the office in favor of Wm. S. Warren. Mr. Bunnell and W. N. Eckhardt assured the delegates that Mr. Warren could not be induced to accept the office.

S. P. Arnot was again nominated, and over his objections was unanimously elected.

S. P. Arnot: I thank you. I assure you I will do all I can do to push the work of the organization. (Loud and continued applause.)

S. P. Arnot: I shall have to order the house cleared if this applause is not stopped.

J. R. Marfield was elected first vice-president; Frank I. King, second vice-president; Charles Kennedy, third vice-president, and William Richardson, treasurer.

On motion that a committee of three be appointed to make nominations for the executive committee President Arnot appointed Kennedy, King and Messmore, who brot in a report including the name of E. P. Peck. Mr. Peck desired to decline in favor of a representative of some southern exchange, and the name of Charles D. Jones was substituted, the complete list being E. Pfarrius of New York, Stephen H. Jones of Duluth, Charles England of Baltimore, F. G. Crowell of Kansas City, N. L. Moffitt of St. Louis and Charles D. Jones of Nashville. President S. P. Arnot being also a member of the executive committee ex officio. The report was unanimously adopted.

H. L. Goemann: I think it only fair that we indorse action of the Chicago directors to do away with corners. I offer the following resolution:

Commend Chicago Proposed Anti-Corner Rule.

"Whereas, The grain exchanges of America sustain a vital relation to our common commercial welfare, and,

Whereas, There is a growing tendency to manipulation in the conduct of business transacted on such exchanges, and,

Whereas, Such manipulation is detrimental to the important interests involved and is directly subversive of the objects for which these exchanges were organized;

Resolved, That the representatives of the various exchanges of North America, here assembled this 15th day of November, hereby commend the action of the directors of the Chicago Board of Trade in proposing such amendments to its rules as are designed to thoroughly eliminate any manipulation of market values as a basis of extorting unreasonable and unjust damages."

The resolution was unanimously adopted.

E. Pfarrius discussed the proposed rule, but it developed he had an incorrect daily newspaper copy.

Geo. F. Stone then read a correct copy of the proposed Chicago rule.

Pres. Arnot explained to the delegates the status of the proposed amendment to the Chicago rules.

Adjourned.

Council Notes.

H. L. Goemann admitted that he rode a hobby.

The directors' room made an ideal meeting hall.

William Richardson got the job of treasurer because he wanted it.

J. A. Bunnell had to make three separate speeches declining the presidency.

The discussions developed an earnest desire to correct the evils but no unanimity as to remedies.

The delegates were impressed by Mr. Arnot's clear cut presentation of practical methods of organization.

Marfield's recital how Minneapolis shippers were trimmed in May oats at Chicago last year was keenly appreciated.

Sec'y Stone's office did quick work in getting out mimeograph copies of the organization committee's report for distribution to the delegates.

Each exchange was authorized to appoint two delegates with the right to vote, and additional delegates with the privileges of the floor.

Meeting of the National Industrial Traffic League.

A very successful meeting of the National Industrial Traffic League was held at Chicago Nov. 11-12. Good reports were presented by committees.

The committee on minimum weights reported that the Western Classification Committee has declined to amend its rules to conform to the decision of the Interstate Commerce Commission with regard to the furnishing of a car larger than that ordered by shipper and advised that "further steps should be taken to bring the matter before the Western Classification Committee again, with the view of having the classification harmonize with the administrative ruling."

The chairman of the committee was instructed to communicate with Commissioner Clark to procure the adoption of the commission's ruling by the railroads.

The freight claims committee reported that proper checking of claims would reduce their volume at least 90 per cent, and recommended "that in cases of serious delay in settlement of overcharge claims members take up the question with the chief traffic officer of the railroad at fault, as we are confident that the traffic officers of all the railroads are fully alive to the importance of a prompt adjustment of claims, and will very cheerfully co-operate with our members in effecting a reform where needed."

J. C. Lincoln, traffic mgr. of the St. Louis Merchants' Exchange, was re-elected president; W. M. Hopkins, traffic manager of the Chicago Board of Trade, was elected vice-president, and W. E. Cooke of Chicago secretary-treasurer. The League now has a membership list of 163 ass'n's and large individual shippers.

The profit sharing plan of doing business, adopted nearly three years ago by the Corn Products Refining Co., according to a report from New York, has been abandoned. The plan of the company, as carried out during the three years, was to remit 15 cents on every 100 pounds to customers who bot of them exclusively during the preceding six months.

A shipment of 25 carloads of bluestem and red Russian wheat left Mockonona station (Colfax p. o., Wash.) for St. Louis, Chicago and Cincinnati a few days ago. This wheat, 65 per cent of which was bluestem, will be mixed with eastern wheat and used in the manufacture of breakfast cereals. The shipment probably will be followed by others from the Palouse district.

Uniform Car Service Rules Indorsed by National Ass'n of Ry. Commissioners.

The National Ass'n of Railway Commissioners at their annual meeting at Washington, Nov. 15, adopted the report of the committee on car service and demurrage by a vote of 35 to 15. The minority report by Gothlin of Ohio was defeated by a vote of 46 to 12. It remains for the state and national railroad commissions to make these rules a part of their laws before they can be made effective. Their adoption is a step toward uniformity, having the sanction of this ass'n and the car service committee of which the chairman is Franklin K. Lane, member of the Interstate Commerce Commission. The proposed uniform demurrage rules follow:

PROPOSED DEMURRAGE RULES.

Rule 1.—Cars Subject to Rules. Cars held for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, are subject to these demurrage rules, except as follows:

- (a) Cars loaded with live stock.
- (b) Empty cars placed for loading coal at mines or mine sidings, or coke at coke ovens.
- (c) Empty private cars stored on carrier's or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper.

Note.—Private cars while in railroad service, whether on carrier's or private tracks, are subject to these demurrage rules to the same extent as cars of railroad ownership.

(Empty private cars are in railroad service from the time they are placed by the carrier for loading or tendered for loading on the orders of a shipper. Private cars under lading are in railroad service until the lading is removed and cars are regularly released. Cars which belong to an industry performing its own switching service are in railroad service from the time they are placed by the industry upon designated interchange tracks and thereby tendered to the carrier for movement. If such cars are subsequently returned empty they are out of service when withdrawn by the industry from the interchange; if returned under load, railroad service is not at an end until the lading is duly removed.)

Rule 2.—Free Time Allowed.

(a) Forty-eight hours (two days) free time will be allowed for loading or unloading on all commodities.

(b) Twenty-four hours (one day) free time will be allowed:

1. When cars are held for reconsignment or switching orders.

2. When cars are detained for delivery to or forwarding by a connecting line are held for surrender of bill of lading or for payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading.

(c) Cars containing freight for transshipment to vessel will be allowed such free time at the ports as may be provided in the tariffs of the carriers.

Rule 3.—Computing Time.

Note.—In computing time Sundays and legal holidays (national, state, and municipal) will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

(a) On cars held for loading, time will be computed from the first 7 a. m. after placement on public-delivery tracks.

(b) On cars held for orders, time will be computed from the first 7 a. m. after the day on which notice of arrival is sent to consignee. On cars held for unloading, time will be computed from the first 7 a. m. after placement on public-delivery tracks and after the day on which notice of arrival is sent to consignee.

(c) On cars containing freight in bond time will be computed from the first 7 a. m. after permit to receive goods is issued to consignees by United States collector of customs.

(d) On cars containing freight subject to state inspection time will be computed from the first 7 a. m. after inspection by state officials.

(e) On cars to be delivered on any other than public-delivery tracks time will be computed from the first 7 a. m. after actual or constructive placement on such tracks. See rule 4 (Notification) and rules 5 and 6 (Constructive placement).

(f) On cars to be delivered on interchange tracks of industrial plants performing their own switching service time will be computed from the first 7 a. m. following actual or constructive placement on such interchange tracks until return thereto. See rule 4 (Notification) and rules 5 and 6 (Constructive placement). Cars returned loaded will not be recorded released until necessary billing instructions are given.

Rule 4.—Notification.

(a) Consignee shall be notified by carrier's agent in writing, or as otherwise agreed to by carrier and consignee, within twenty-four hours after arrival of cars and billing at destination, such notice to contain point of shipment, car initials and numbers, and the contents, and, if transferred in transit, the initials and number of the original car. In case car is not placed on public-delivery track within twenty-four hours after notice of arrival has been sent, a notice of placement shall be given to consignee.

(b) When cars are ordered stopped in transit the party ordering the cars stopped shall be notified upon arrival of cars at point of stoppage.

(c) Delivery of cars upon private or industrial interchange tracks, or written notice to consignee of readiness to so deliver, will constitute notification thereof to consignee.

Rule 5.—Placing Cars for Unloading.
(a) When delivery of cars consigned or ordered to private or industrial interchange tracks cannot be made, on account of the act or neglect of the consignee, or the inability of consignee to receive, delivery will be considered to have been made when the cars were tendered. The carrier's agent must give the consignee written notice of all cars he has been unable to deliver because of the condition of the private or interchange tracks or because of other conditions attributable to consignee. This will be considered constructive placement. See rule 4 (Notification).

(b) When delivery cannot be made on specially designated public-delivery tracks, on account of such tracks being fully occupied, or from other cause beyond the control of the carrier, the delivery will be made at the nearest available point accessible to the consignee and the consignee so notified.

Rule 6.—Cars for Loading.

(a) Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must give the consignor written notice of all cars which he has been unable to place because of condition of the private track or because of other conditions attributable to the consignor. This will be considered constructive placement.

(b) When empty cars, placed for loading on orders, are not used, demurrage will be charged from the first 7 a. m. after placing or tender until released, with no time allowance.

Rule 7.—Demurrage Charge.

After the expiration of the free time allowed, a charge of \$1 per car per day, or fraction of a day, will be made until car is released.

Rule 8.—Claims.

No demurrage charges shall be assessed under these rules for detention of cars through causes named below. If, through error, demurrage charges are assessed or collected under such conditions, they shall be promptly cancelled or refunded by the carrier.

Causes.

1. Weather interference.

1. When the condition of the weather during the prescribed free time is such as to make it impossible to employ men or teams in loading or unloading, or impossible to place freight in cars, or to move it from cars, without serious injury to the freight.

2. When shipments are frozen so as to prevent unloading during the prescribed free time, or when, because of high water or snowdrifts, it is impossible to get to cars for loading or unloading during the prescribed free time.

(b) Bunching.

1. Cars for Loading.—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders. The shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. Cars for Unloading or Reconsigning.—When, as a direct result of the act or neglect of carriers, cars destined for one consignee, at one point, and transported via the same route, are bunched in transit

and delivered in accumulated numbers in excess of daily shipments, claim to be presented to the carrier's agent before the expiration of the free time. The consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment.

(c) Demand of overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

(d) Delayed or improper notice by carrier.

Note.—When notice has been given in substantial compliance with the requirements as specified by the rules, the consignee shall not thereafter have the right to call in question the sufficiency of such notice unless within twenty-four hours after receiving the same he shall serve upon the delivering carrier a full written statement of his objections to the sufficiency of said notice.

(e) Railroad errors or omissions.

Rule 9.—Average Agreement.

When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided for by rule 7, on all cars held for loading or unloading by such shipper or receiver shall be computed on the basis of the average time of detention to all such cars during each calendar month, such average detention to be computed as follows:

(a) A credit of one day will be allowed for each car released within the first twenty-four hours of free time. A debit of one day will be charged for each twenty-four hours or fraction thereof that a car is detained beyond the first forty-eight hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than seven (7) days' credits be applied in cancellation of debits accruing on any one car.

(b) At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and \$1 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the

detention of the cars, and no payment will be made to shippers or receivers on account of such excess or credits, nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

(c) Credits earned on cars belonging to one class of equipment shall not be used in offsetting debits accruing on cars belonging to a different class of equipment for the purpose of applying this provision, cars shall be deemed to consist of two classes: (1) Box cars, including refrigerator cars; (2) freight cars of all other descriptions.

(d) A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under sections a and b of rule 8.

(e) A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

AGREEMENT.

To Railroad Company:
In accordance with the terms of rule 9 of Car Service Association regarding
(Insert rule 9 in agreement.)

I (or we) do expressly agree with the above-named railroad company that I (or we) will make prompt payment of all car-service charges accruing in accordance with such rule during the continuance of this agreement on cars held for loading or unloading by me (or us) or on my (or our) account at station of the above-named railroad company. This agreement is to take effect 190.... and to continue until terminated by thirty days' written notice to the railroad company.

Approved and accepted by and on behalf of the above-named railroad company by

The National Corn Exposition.

All roads will lead to Omaha from Dec. 6 to 18, at which time the great national corn show will attract visitors from all sections of the United States. The great success of the second National Corn Exposition, held at Omaha last year, should insure even greater interest and attendance for the third exposition in 1909.

The showing made by the United States Department of Agriculture at the Omaha show will be the largest yet made with the exception of the government exhibition at the Louisiana Purchase Exposition at St. Louis. At Omaha will be seen the choice exhibits prepared for the Alaska-Yukon-Pacific at Seattle. In addition to the splendid showing by this department there will be a fine display by the Department of the Interior, consisting of exhibits from the patent office and other features of the Seattle display.

Among the entertainment features that have been provided are illustrated lectures on topics of special interest and music by the celebrated Mexican National Band, the official band of Mexico and one of the prominent musical organizations of the world.

The engraving herewith is a representation of the famous Kellogg corn trophy, a cup of solid gold and silver made by Tiffany and valued at \$1,000. This cup will be awarded at the Omaha Exposition to the person producing the best single ear of corn grown this year in the United States.

Dec. 16 has been chosen as Grain Dealers Day at the exposition, and there is every promise that the attendance will be large. Already neighboring cities have made arrangements to send one or more "carloads" of grain men to Omaha on the big day, one consignment having been arranged for from St. Joe and two are promised from Kansas City. Last year there were 100 in attendance from Chicago, and it is believed that record will be broken this year.



Gold and Silver Cup for Best Ear of Corn.

New Chicago Grades.

As reported in the Journal of Oct. 10, page 490, the uniform grades of the Grain Dealers National Ass'n, with certain modifications considered at the hearing by the Illinois Railroad and Warehouse Commission Sept. 30, have been adopted, effective Nov. 19, and are given herewith. The new grades of white, red and hard winter wheat and kaffir and milo maize remain as published in the Journal July 10, pages 35 and 36.

RULE NO. 2—SPRING WHEAT.

No. 1 Hard Spring Wheat—Shall be sound, bright, sweet, clean, and consist of over 50 per cent of the hard Scotch Fife, and weigh not less than 58 lbs. to the measured bushel.

No. 1 Northern Spring Wheat—Must be Northern grown spring wheat, sound, clean and of good milling quality, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 57½ lbs. to the measured bushel.

No. 2 Northern Spring Wheat—Shall be Northern grown spring wheat, not clean or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 56 lbs. to the measured bushel.

No. 3 Northern Spring Wheat—Shall be composed of inferior, shrunken Northern grown spring wheat, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 54 lbs. to the measured bushel.

No. 4 Northern Spring Wheat—Shall include all inferior Northern grown spring wheat that is badly shrunken or damaged, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 49 lbs. to the measured bushel.

No. 1 Spring Wheat—Shall be sound, plump and well cleaned, and weigh not less than 59 lbs. to the measured bushel.

No. 2 Spring Wheat—Shall be sound, clean, of a good milling quality, and weigh not less than 57½ lbs. to the measured bushel.

No. 3 Spring Wheat—Shall include all inferior, shrunken or dirty spring wheat, and weigh not less than 53 lbs. to the measured bushel.

No. 4 Spring Wheat—Shall include all spring wheat, damp, musty, grown, badly bleached, or from any cause which renders it unfit for No. 3, and weigh not less than 49 lbs. to the measured bushel.

White Spring Wheat—The grades of Nos. 1, 2, 3 and 4 White Spring Wheat shall correspond with the grades of Nos. 1, 2, 3 and 4 Spring Wheat, except that they shall be of the white variety.

No. 1 Durum Wheat—Shall be bright, sound, dry, well cleaned and be composed of durum, commonly known as macaroni wheat, and weigh not less than 60 lbs. to the measured bushel.

No. 2 Durum Wheat—Shall be dry, clean and of good milling quality. It shall include all durum wheat that for any reason is not suitable for No. 1 durum, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Durum Wheat—Shall include all durum wheat bleached, shrunken, or for any cause unfit for No. 2, and weigh not less than 55 lbs. to the measured bushel.

No. 4 Durum Wheat—Shall include all durum wheat that is badly bleached or for any cause unfit for No. 3, and weigh not less than 50 lbs. to the measured bushel.

No. 1 Velvet Chaff Wheat—Shall be bright, sound, and well cleaned, and weigh not less than 61 lbs. to the measured bushel.

No. 2 Velvet Chaff Wheat—Shall be sound, dry, clean, may be slightly bleached or shrunken, but not good enough for No. 1, and weigh not less than 59 lbs. to the measured bushel.

No. 3 Velvet Chaff Wheat—Shall include all wheat that is bleached, smutty, or for any other cause unfit for No. 2, and weigh not less than 55 lbs. to the measured bushel.

No. 4 Velvet Chaff Wheat—Shall include all wheat that is very smutty, badly bleached and grown, or for any other cause unfit for No. 3, and weigh not less than 50 lbs. to the measured bushel.

RULE NO. 3—PACIFIC COAST WHEAT.

No. 1 Pacific Coast Red Wheat—Shall be dry, sound, clean and free from smut,

and weigh not less than 59 lbs. to the measured bushel.

No. 2 Pacific Coast Red Wheat—Shall be dry, sound, clean and may be slightly tainted with smut and alkali, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Pacific Coast Red Wheat—Shall include all other Pacific Coast red wheat. It may be smutty or musty, or from any other reason unfit for milling purposes, and weigh not less than 54 lbs. to the measured bushel.

Note—Pacific Coast White Wheat, shall be graded according to the rules for Pacific Coast Red Wheat. In case of a mixture of Pacific Coast wheat with our home grown wheat, red or white, such mixture shall be graded "Pacific Coast Mixed Wheat."

Note—The grades of Pacific Coast White and Pacific Coast Red Wheat are to include all such wheat that is grown in the extreme Northwest and on the Pacific slope from either spring or winter seeding.

RULE NO. 4—MIXED WHEAT.

Mixed Wheat—In case of an appreciable mixture of hard and soft wheat, red and white wheat (except as provided in the rule of hard winter, red winter, white winter and Northern spring wheat), durum, and spring wheat, any of them with each other, it shall be graded according to the quality thereof, and the kind of wheat predominating shall be classed as Nos. 1, 2, 3 and 4 mixed wheat, and the inspector shall make notations describing its character.

RULE NO. 5—CORN.

The following maximum limits shall govern all inspection and grading of corn:

Grade.	Percentage of moisture.		Percentage of cob-noten.		Percentage of dirt and broken grs.	
	moist-	ure.	bin burnt	moist-	ure.	ure.
1	16	1	1	1	1	1
2	16	5	5	2	2	2
3	19	10	10	4	4	4
4	22	See No. 4 corn rule,	all corns.			

No. 1 White Corn—Shall be 99 per cent white, sweet and well matured.

No. 2 White Corn—Shall be 98 per cent white and sweet.

No. 3 White Corn—Shall be 98 per cent white and sweet.

No. 4 White Corn—Shall be 98 per cent white, but shall include damaged or musty corn.

No. 1 Yellow Corn—Shall be 99 per cent yellow, sweet and well matured.

No. 2 Yellow Corn—Shall be 95 per cent yellow and sweet.

No. 3 Yellow Corn—Shall be 95 per cent yellow and sweet.

No. 4 Yellow Corn—Shall be 95 per cent yellow, but shall include damp, damaged or musty corn.

No. 1 Mixed Corn—Shall be corn of various colors, sweet and well matured.

No. 2 Mixed Corn—Shall be corn of various colors and sweet.

No. 3 Mixed Corn—Shall be corn of various colors and sweet.

No. 4 Mixed Corn—Shall be corn of various colors, but shall include damp, damaged or musty corn.

RULE NO. 8—OATS.

No. 1 White Oats—Shall be white, dry, sweet, sound, bright, clean, free from other grain and weigh not less than 32 lbs. to the measured bushel.

No. 2 White Oats—Shall be 95 per cent white, dry, sweet, shall contain not more than 1 per cent of dirt and 1 per cent of other grain and weigh not less than 29 lbs. to the measured bushel.

Standard White Oats—Shall be 92 per cent white, dry, sweet, shall not contain more than 2 per cent of dirt and 2 per cent of other grain and weigh not less than 28 lbs. to the measured bushel.

No. 3 White Oats—Shall be sweet, 90 per cent white, shall not contain more than 8 per cent of dirt and 5 per cent of other grain and weigh not less than 24 lbs. to the measured bushel.

No. 4 White Oats—Shall be 90 per cent white, may be damp, damaged, musty or very dirty.

Note—Yellow Oats shall not be graded higher than No. 3 White Oats.

No. 1 Mixed Oats—Shall be oats of various colors, dry, sweet, sound, bright, clean, free from other grain, and weigh not less than 32 lbs. to the measured bushel.

No. 2 Mixed Oats—Shall be oats of various colors, dry, sweet, shall not contain more than 2 per cent of dirt and 2 per cent of other grain, and weigh not less than 28 lbs. to the measured bushel.

No. 3 Mixed Oats—Shall be sweet oats of various colors, shall not contain more than 3 per cent of dirt and 5 per cent of other grain and weigh not less than 24 lbs. to the measured bushel.

No. 4 Mixed Oats—Shall be oats of various colors, damp, damaged, musty or very dirty.

No. 1 Red Oats or Rust Proof—Shall be pure red, sound, bright, sweet, clean and free from other grain and weigh not less than 38 lbs. to the measured bushel.

No. 2 Red Oats or Rust Proof—Shall be seven-eighths red, sweet, dry, and shall not contain more than 2 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel.

No. 3 Red Oats or Rust Proof—Shall be sweet, seven-eighths red, shall not contain more than 5 per cent of dirt or foreign matter, and weigh not less than 24 lbs. to the measured bushel.

No. 4 Red Oats or Rust Proof—Shall be seven-eighths red, may be damp, musty or very dirty.

No. 1 White Clipped Oats—Shall be white, clean, dry, sweet, sound, bright, free from other grain, and weigh not less than 35 lbs. to the measured bushel.

No. 2 White Clipped Oats—Shall be 95 per cent white, dry, sweet, shall not contain more than 2 per cent of dirt or foreign matter, and weigh not less than 32 lbs. to the measured bushel.

No. 3 White Clipped Oats—Shall be sweet, 90 per cent white, shall not contain more than 5 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel.

No. 4 White Clipped Oats—Shall be 90 per cent white, damp, damaged, musty or dirty, and weigh not less than 30 lbs. to the measured bushel.

No. 1 Mixed Clipped Oats—Shall be oats of various colors, dry, sweet, sound, bright, clean, free from other grain, and weigh not less than 35 lbs. to the measured bushel.

No. 2 Mixed Clipped Oats—Shall be oats of various colors, dry, sweet, shall not contain more than 2 per cent of dirt or foreign matter, and weigh not less than 32 lbs. to the measured bushel.

No. 3 Mixed Clipped Oats—Shall be sweet oats of various colors, shall not contain more than 5 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel.

No. 4 Mixed Clipped Oats—Shall be oats of various colors, damp, damaged, musty or dirty and weigh not less than 30 lbs. to the measured bushel.

Purified Oats—All oats that have been chemically treated or purified shall be classed as purified oats, and inspectors shall give the test weight on each car or parcel.

Note—Inspectors are authorized when requested by shippers to give weight per bushel instead of grade on Clipped White Oats and Clipped Mixed Oats.

RULE NO. 9—RYE.

No. 1 Rye—Shall be dry, sound, plump, sweet and well cleaned and weigh not less than 57 lbs. to the measured bushel.

No. 2 Rye—Shall be dry, sound and contain not more than 1 per cent of other grain or foreign matter, and weigh not less than 55 lbs. to the measured bushel.

No. 3 Rye—Shall include inferior rye not unsound, but from any other cause not good enough for No. 2 and weigh not less than 53 lbs. to the measured bushel.

No. 4 Rye—May be damp, musty or dirty, and weigh not less than 50 lbs. to the measured bushel.

RULE NO. 10—BARLEY.

No. 1 Barley—Shall be sound, plump, bright, clean and free from other grain, and not scoured nor clipped, shall weigh not less than 48 lbs. to the measured bushel.

No. 2 Barley—Shall be sound, of healthy color (bright or straw color), reasonably clean and reasonably free from other grain and seeds, and not scoured nor clipped, shall weigh not less than 46 lbs. to the measured bushel.

No. 3 Barley—Shall include slightly shrunken or otherwise lightly damaged barley, not good enough for No. 2, and not scoured nor clipped, shall weigh not less than 44 lbs. to the measured bushel.

No. 4 Barley—Shall include barley fit for malting purposes, not good enough for No. 3.

No. 1 Feed Barley—Shall test not less than 40 lbs. to the measured bushel, shall be cool and reasonably free from other grain and seeds, and not good enough for No. 4, and may include barley with a strong ground smell, or a slightly musty or bin smell.

Rejected Barley—Shall include all barley testing under 40 lbs. to the measured bushel, or barley which is badly musty or badly damaged, and not good enough to grade "feed" barley.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2, and 3 barley, except that they shall be of the Bay Brewing variety, grown in the far West and the Pacific Slope.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2, and 3 barley, except that they shall be of the Chevalier variety grown in the far West and on the Pacific Slope.

Bay Brewing Mixed Barley—In case of admixture of Bay Brewing Barley with barley of other varieties, it shall be graded according to the quality thereof and classed as 1-2-3 Bay Brewing Mixed Barley.

Chevalier Mixed Barley—In case of admixture of Chevalier barley with barley of other varieties, it shall be graded according to the quality thereof and classed as 1-2-3 Chevalier Mixed Barley.

No. 1 Winter Barley—Shall be plump, bright, sound and clean, free from other grain, and weigh not less than 48 lbs. to the measured bushel.

No. 2 Winter Barley—Shall be sound, plump, may be stained, shall contain not more than 3 per cent of foreign matter, and weigh not less than 46 lbs. to the measured bushel.

No. 3 Winter Barley—Shall include all shrunken, stained, and dirty barley, shall contain not more than 5 per cent of foreign matter, and weigh not less than 44 lbs. to the measured bushel.

No. 4 Winter Barley—Shall include all barley not fit for a higher grade in consequence of being poor quality, damp, musty or dirty, shall contain not more than 10 per cent of foreign matter and weigh not less than 40 lbs. to the measured bushel.

Note—All barley that has been chemically treated or purified shall be classed as purified barley.

RULE NO. 11 GENERAL RULES. SAMPLE GRADES.

All wheat, barley, oats, rye and corn that is in a heated condition, souring or too

damp to be safe for warehousing, or that is badly bin-burnt, fire burnt, fire smoked, or badly damaged, mixed with garlic, onions, or containing live weevil, exceedingly dirty, or where different kinds of grain are badly mixed with one another, shall be classed as Sample Grade, and the inspector shall make notations as to quality and condition.

RULE NO. 12—FEES FOR INSPECTION.

THE CHIEF INSPECTOR OF GRAIN is hereby authorized to collect on all grain inspected under his direction as follows:

FOR IN-INSPECTION: 50 Cents per car load; 10 cents per wagon or cart load; 50 cents per 1,000 bushels from boats; one-quarter of a cent per bushel from bags.

[A receivers' agent on the Chicago Board of Trade has a suit pending to restrain the state from increasing the car inspection fee from 35c to 50c, effective Dec. 1.—Ed.]

FOR OUT-INSPECTION: 50 cents per 1,000 bushels, and 10 cents per wagon load to teams.

The inspection department shall, in no case, make a grade of grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been plugged for the purpose of deception, or otherwise improperly loaded.

Wheat which has been subjected to scouring, or clipping, or any process equivalent thereto, shall not be graded higher than No. 3.

The department will, in addition to the grading of Spring Wheat, give dockage and grade if cleaned.

The word "NEW" shall be inserted in each certificate of inspection of a newly harvested crop of oats until the fifteenth day of August; of rye, until the first day of September; of wheat, until the first day of November; and of barley, until the first day of November of each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars (except the distinctions hereby established between the new and the old crop), and shall apply to grain inspected from store for two months after the time respectively above specified.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their records. The weight alone shall not determine the grade.

All inspectors must ascertain the weight per measured bushel of each lot of wheat inspected by them and report the same in their records.

W. S. COWEN,
Chief Grain Inspector.

New Warehouse of R. S. McCague.

R. S. McCague, well known to shippers of Ohio and the west as the operator of the Central Elevator at Pittsburg, Pa., has just completed the new warehouse shown in the engraving herewith.

The warehouse is run in connection with the Central Elevator, which has a capacity of 250,000 bus. The bulk grain and chopped feed is taken from the elevator by screw conveyors into the warehouse to be sacked and loaded on cars for shipment in such proportion as the buyer may wish. The warehouse is situated on the Pennsylvania Lines and is intended more for a distributing plant than for storage. It is, however, substantially built and can be loaded to its fullest capacity without danger of collapse. The second story also can be fully loaded, as it is equipped with a large platform elevator. A Richardson Automatic Scale will be installed.

The engraving herewith shows the track side and the substantial brick construction of the building. All loading and unloading is done direct from the cars, so prompt service can be assured. Mill feed, oil meal, chicken grains and such other feeds as may be desired are received in sacks by rail, unloaded and reshipped in assorted cars.

Sentiment in the Argentine grain trade rapidly is drifting in favor of an open market for trading in future deliveries. The big exporters, who heretofore have been able to control the grain market of the republic, have reached the conclusion that it is expanding too fast for them to be able to head off the handling of the crops by modern methods, and they are now seeking to adapt their business to impending conditions. Larger and more numerous elevators at the ports and in the interior are a great need in the Argentine grain trade.



New Warehouse and Old Elevator of R. S. McCague at Pittsburg, Pa.

Grain Carriers

The Pennsylvania railroad has just placed order for 10,000 freight cars.

A barge loaded with corn for the Capital Oil Co., of New Orleans, sunk Nov. 13 at the Torras bridge of the Texas & Pacific railroad over Old River. Loss was between 2,000 and 4,000 bus.

The wheat laden Canadian steamer Otawā, bound from Port Arthur for Lower Town, Ont., foundered Nov. 15 off Passage Island, Lake Superior. The shifting of the boat's cargo caused it to list and roll under heavy seas.

Two thousand general freight service cars and 150 ballast cars, it is reported, will be added by the New York Central road to its present equipment; the Philadelphia & Reading, it is reported will enter the market for 1,500 cars, and the D., L. & W., it is said, will eventually order about 5,000 cars.

R. A. Carter of Montreal, Can., supposed to represent Forwarders, Ltd., of Kingston, Ont., has bot the steel steamship Port Colborne, built recently in Southampton, Eng. It is believed this is the first of several steamers the Kingston concern will have in operation next season. The Port Colborne has carrying capacity sufficient for 88,000 bus. of wheat on 14-ft. draft.

The upper gate of the Poe lock, the larger of the two American locks at Sault Ste. Marie, which was badly damaged Nov. 10 when the steamer Isaac Elwood crashed into it, has now been repaired and traffic has been resumed thru the canal. Seventy boats were held up during the blockade. The Elwood is reported to have sunk with 200,000 bus. of wheat, loaded at Duluth.

The Toledo, Ft. Wayne and Chicago Deep Waterway Ass'n, at a meeting held in Fort Wayne Nov. 11, put into the form of resolutions its demand for a barge canal from Chicago to Toledo and for an appropriation by congress to provide for the preliminary survey. The ass'n is to be incorporated and a working staff will be organized to carry forward its campaign for a canal.

The car shortage question in central Idaho apparently has been settled thru the joint operation of the Riparia-Grangeville line. The O. R. & N. is now storing freight cars in the Lewiston yards to be rushed to grain stations on the prairie road as soon as the joint operation is announced, and the grain dealers have stated they will divert their traffic to whichever company affords the best service to the coast.

Reparation of the amounts given has been asked by the following concerns: Voegeler Seed & Produce Co. of Salt Lake City, for \$28.40, against the A., T. & S. F. and D. & R. G. on shipment of one carload of alfalfa seed; for \$29.19 by the McCaull-Webster Eltr. Co., of Minneapolis, against the C., M. & St. P., C. B. & Q., and Duluth, St. Cloud, Glencoe & Mankato railways, on one carload of bulk corn. The Glavin Grain Co., of Milwaukee, has entered complaint with the Interstate Commerce Commission against the C. & N. W., C., M. & St. P. and M. & O. railroads, alleging defendant companies charged an excessive, unreasonable and unjust freight rate on a carload of corn.

A future grain center of immense proportions is the way the business interests of Ashtabula, O., view their town. The opening of the new Franklin & Clearfield railroad puts the Ohio city, so a local paper declares "right at the head of the procession" as the most feasible point of adoption for the overflow. As the new rail route presents the shortest haul from the great lakes to the seaboard, it is argued that Ashtabula should naturally become the leading grain harbor of Lake Erie.

A line of boats and steel barges on the Mississippi river, to be put in operation in the spring, is the expectation of the new \$10,000,000 Mississippi Valley Transportation Co. of St. Louis. Arrangements have been completed, says a representative of this company, with a steamship concern not connected with the railroads, to conduct this traffic at a rate of 25c per cwt. for all freight of whatever character from New Orleans to New York. Rates proportionate, it is said, will be offered shippers at river points.

The American Railway Ass'n held a convention in Chicago recently during which the executive committee of the ass'n recommended an increase in the amount paid for the use of cars. In its report the committee recommended the adoption of a per diem of either 30c, 35c or 40c, the present rate being 25c a day, for the use of each car. It was said that the misuse of cars was often the foundation of car shortages, as a majority of the large systems now have a sufficient number of cars to take care of their business promptly at all times. The trouble lies largely with the smaller systems, which are said to be in the habit of running on equipment sufficient only in slack times and stealing the use of cars when business is good.

Free entry into the ports of Ontario, an arrangement that has existed with the Canadian government for 24 years, has been terminated in retaliation for the new tonnage tax on Canadian shipping entering American ports. It recently has been observed that the United States will suffer more than its neighbors in this new tax war. It would have been wiser, in the opinion of some, for Canada to have passed over in silence the attack on her shipping industry and to have waited until feeling along the border compelled the government to rescind the tax.

The Public Service Commission of New York state has handed down a decision in the case of the New York State Shippers' Protective Ass'n against various railroads. It is held that "the carriers are required to furnish for potatoes and similar bulk shipments cars equipped with inside construction, such as grain doors, bulkheads, or other proper device, that loading and unloading may be accomplished with reasonable facility; and if the carriers undertake, for reasons of convenience and economy, to have shippers supply such device under a stated allowance not less than the full cost thereof, they are required to so provide in their tariffs, leaving shippers the option to supply bulkheads or grain doors."

A record wheat year on the Welland Canal is the promise held out, tho the total amount of wheat and other grains carried on this waterway since navigation opened for the season has not yet been figured. It is believed, however, that already more grain has been carried thru this year than was carried during all of last season. So far about 2,500 vessels have been locked thru the canal this year and most of these have carried grain. This year also has seen the record broken for big grain cargoes. The old mark was

An Up-to-Date Minnesota Elevator.

The new elevator at Barnesville, Minn., operated by the Barnesville Farmers Elevator Co., with Alfred Haagenson as manager, is an example of the energy and progressiveness of the farmers of the "New Northwest." It is one of the most up-to-date plants of its kind in the state. The elevator stands on the company's

private ground in the heart of the city, connected with the Great Northern Railroad by a private spur track. It has the latest conveniences and machinery for handling grain, including double driveway, two unloading dump scales, automatic shipping scales, large grain separators and dust collectors. The plant is shown in the engraving herewith.

The company is in the second year of its existence and has been very successful.



78,000 bus., while this year the big carriers have been loading 83,000 bus., which is believed to be the canal's capacity. The canal usually closes about Dec. 15, but it may be kept open longer this year.

A convention of the Atlantic Deeper Waterways Ass'n was held at Norfolk, Va., Nov. 17-19. The particular project of this ass'n is the promotion of what is known as the Boston-Beaufort waterway with its extension to Key West and along the Gulf of Mexico to New Orleans. The project calls for an inside passage by water, thru existing canals and rivers, a distance of about 1,800 miles down the Atlantic coast. Work has already begun on part of the waterway from Norfolk to Beaufort, N. C. The work of constructing a canal across Cape Cod also is under way. The value of the inside passage is said to be the avoidance of outside danger points around Cape Cod, Cape Hatteras and the several shoals along the coast. Numerous speakers of prominence addressed the convention among whom was President Taft.

Grain exports to England from Montreal are reported as less this year than in former years, a combination of freight and insurance rates being ascribed as the cause of the decline. The explanation is that freight rates from Boston, for instance, to Liverpool are 1½¢ per bu. cheaper than from Montreal to Liverpool, and that tho the extra cost of transporting the grain from western Canada to Boston brings the total cost of freight from the wheatfields to England to 12¼¢ in each case, the insurance on the freight from Boston is less than one-third of that on grain freight on the Montreal route outward bound. In other words, American ports are getting Montreal's grain export trade because the insurance rates on grain cargoes from those ports are about 70 per cent less than those on such freight from Montreal. Exporters in Montreal are arguing that the construction of the Georgian Bay Canal would secure the whole of the grain export trade to Canada, as no amount of deepening of the Welland or Erie canals would offset the advantage the Georgian Bay route would give the Canadian exporter.

Interstate Commerce Commission members, who have been touring the cities of the far west, have returned to Washington, D. C., and resumed regular sittings, which will be continued thruout the winter. During the winter the commission hopes to reach opinions on the long standing complaints on rates between western local points and between far western points and cities in the middle west. The cases will be considered together because of their close relationship one to the other, but a separate opinion, of course, will be rendered in each. It is believed the commission will endorse the recommendations made in President Taft's railroad speech at Des Moines in September. While in the west members of the commission talked freely with business men and shippers generally and found that the speech was received, in most instances, favorably. The president's idea about the advisability of having an interstate commerce court of appeals, similar in form to the new customs court of appeals to be named this fall, probably is not opposed in any section of the country. This court would in time become a body of great experts on railroad questions, the same as the customs court will in time become a body of great experts on customs matters and the interpretation of the tariff law.

Excellent weighing facilities are now provided at Fort William and Port Arthur, as is evidenced in the recent report from the office of the warehouse commissioner. In this is presented detailed figures of all cargoes shipped from the head of the lakes to eastern transfer eltrs. After the amendments to the Manitoba inspection act placing these transfer eltrs. under the direct supervision of the government, the weighing apparatus in each of them was thoroly overhauled and many needed improvements made. The result is that at this time neither the Marine Shippers Ass'n, the grain shippers nor the farmers have much cause for complaint. For the months of September and October this year the shipments of wheat, as shown by the Bs/L, amounted to 8,470,287.30; outturn, was 8,463,925.40; net shortage, 5,956.46. Oats, Bs/L; 2,377,311.08; outturn, 2,375,096.21; net shortage, 2,214.21. Barley, Bs/L, 245,121.14; outturn, 245,189.08; net shortage, none. Flax, Bs/L, 74,823.04; outturn, 74,738.20; net shortage, 64.40. Net overage of 64.72. It is shown that the shortage on wheat is only about 40 lbs. for 1,000 bus. of wheat, and about 50 lbs. per 1,000 bus. of oats. For barley there is a net overage and in flax it is practically nil. When it is recalled that last year the total loss on outturns was 50,000 bus. the present condi-

tion appears as very satisfactory. October of the present year bears the record for big shipments, so that the small percentage of shortage is particularly gratifying.

Imports and Exports of the Philippine Islands.

Imports into the Philippine Islands for the 12 months ending June 30, 1909, included 155,900 bus. oats, 291,680 bbls. wheat flour, 1,779 tons hay, and 303,524,113 lbs. rice; against 166,905 bus. oats, 256,055 bbls. wheat flour, 2,492 tons hay, and 357,534,717 lbs. of rice for the corresponding months of 1907-8.

Of hemp, the leading article of export, the Philippines exported 147,621 tons during the 12 months ending June 30; against 114,003 tons during the corresponding period of 1907-8, as reported by the War Department.

Patents Granted

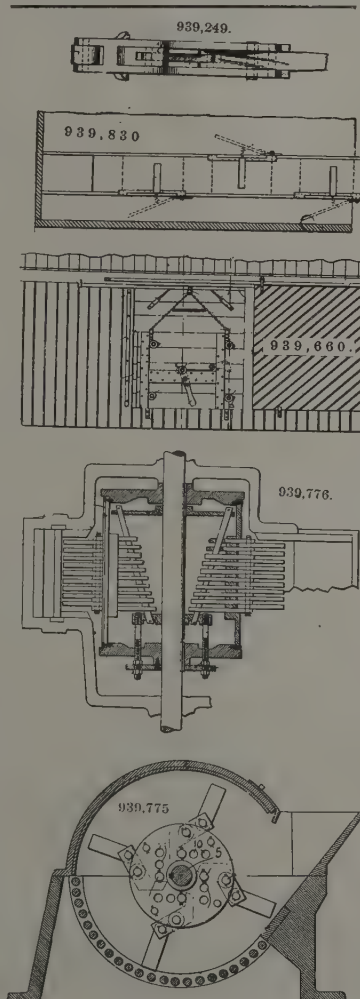
Pulverizer, No. 939,776 (see cut). Milton J. Williams, Chicago. The pulverizer combines with a casing, a shaft, slotted hammer supporting bars carried by the shaft, hammer supports arranged to slide thru the slotted bars, hammers mounted between the outer ends of the supports, and means co-operating with the inner ends of the supports to move them and their carried hammers outwardly.

Pulverizer, No. 939,775 (see cut). Milton J. Williams, Chicago. The pulverizer consists of the combination with a casing, of a shaft, disks mounted on the shaft, hammer supports pivotally mounted between the disks, revolving hammers pivotally carried by the supports, rods mounted in the disks against which the inner ends of the hammer supports engage, in which rods are adjustable in the disks whereby the wear of the hammers may be taken up.

Car Mover, No. 939,249 (see cut). Randolph F. Hageman, New Madison, O. The car mover comprises a shoe arranged for engagement with the rail, having a pair of downwardly projecting lugs for preventing lateral displacement, an anti-friction roller journaled in the forward extremity of the shoe adapted simultaneously to engage the car wheel and the rail, a lever fulcrumed in the rear extremity of the shoe, a wheel engaging block carried by the shoe above the roller and means carried by lever for actuating the block.

Grain Door, No. 939,660 (see cut). Henry J. Bickle and Malcolm McMillan, Gladstone, Man., assignor of one-fourth to Colin William McMillan, Westbourne, Can., and one-fourth to Charles Henry Kenny, Winnipeg, Can. This device combines with the door and body of the car, to the sides of the doorway opening, a track secured to the body of the car and passing longitudinally from the exterior to the interior of the car, and suspending means operative on the track and connected to the door.

Bean Chute, No. 939,830 (see cut). Richard A. Haenke and Henry O. Haenke, Mt. Pleasant, Mich. An improved chute for delivering beans into bins or like receptacles, consisting of a box-like tube provided interiorly with inclined shelves and a series of lateral openings arranged between them, and doors for the openings which are hinged at the top and adapted to open outward, and, when closed, are flush with the side of the chute, and spiral springs arranged on the side of the chute and connected with the lower portions of the doors and adapted to hold them normally closed.



Grain Trade News

ARKANSAS.

Urbanette, Ark.—A floor in the plant of the Carroll County Mill & Eltr. Co. fell recently and dropped 2,000 bus. of wheat into the basement.

Little Rock, Ark.—The newly organized T. H. Bunch Commission Co. will do a general grain business similar to that of the T. H. Bunch Co. Mr. Bunch is president and general manager of the new firm and J. J. Van Etten, vice-president; these with A. M. Keith, F. E. Morse and James J. Mandlebaum form the directorate. Mr. Bunch and 53 local business men have subscribed \$50,000 of the \$100,000 capital stock. The warehouses of the Bunch eltr. plant in Argentina will be used by the new company for the present. The report of the receivers of the defunct company shows that its assets exceed its liabilities by \$280,000, as indicated by the books.

CALIFORNIA.

Gridley, Cal.—Griffin & Skelley's packing house is under bond to a firm of capitalists who contemplate putting in an alfalfa mill here. Representatives of the company are canvassing the farmers to get 2,000 acres contracted for the production of alfalfa. They will pay \$7 per ton for the loose hay and guarantee to take the amount contracted for at that price for a number of years.

CANADA.

Biggar, Sask.—The new eltr. of the Security Eltr. Co., is completed.

Warner, Alta.—The new 30,000-bu. eltr. of Jones & Dill was completed for them Sept. 15 by L. O. Hickok & Son.

Toronto, Ont.—A. V. Pearce of Cole & Pearce, grain merchants, has taken charge of the cash grain department of J. P. Bickell & Co.

Port William, Ont.—General Manager Chamberlain of the Grand Trunk says that the work of building the yards at the terminals will be started as soon as the weather will permit in the spring.

Lethbridge, Alta.—The Western Farmers Eltr. & Milling Co., Ltd., has been organized to do a general grain business; capital, \$100,000. The company will build eltrs. of 30,000 bus. capacity.

Jansen, Sask.—A new 30,000-bu. eltr., was completed Nov. 10 for the Saskatchewan Eltr. Co. by L. O. Hickok & Son. It is equipped with an 8-h. p. gasoline engine and one stand of eltrs.; siding and roofing covered with galvanized iron.

Fort William, Ont.—The addition to the eltr. of the Ogilvie Mfg. Co. will soon be ready to receive grain. It will have a storage capacity of 500,000 bus., which will increase the total capacity of the Ogilvie eltrs. at this point to 1,250,000 bus.

Cap Rouge, Que.—The Canadian Northern Ry. Co. will build a grain eltr. here equipped with spouts to load steamers. The cove will be dredged and piers built to accommodate a fleet of steamers the Mackenzie & Mann interests will obtain to handle the export trade.

Quebec, Que.—The Canadian Northern Ry. Co. does not intend to rebuild its eltr. burned here Oct. 16 with 135,000 bus. of grain, but will build at Cap Rouge. This move is occasioned by the demands of the property owners, who wanted \$250,000 for a site costing \$13,000.

Milk River, Alta.—The new 30,000-bu. eltr. of Jones & Dill was completed Sept. 15. It is equipped with an 8-h. p. Fairbanks-Morse Gasoline Engine, a 6-ton Howe Dump Scale, a 100-bu. Howe Hopper Scale. Exterior siding and roofing are covered with galvanized iron. L. O. Hickok & Son, builders.

Port Arthur, Ont.—The new cleaning eltr. the National Eltr. Co. will have the Barnett & Record Co. build will have a capacity of 40,000 bus. and is planned to be enlarged as the business increases. Machinery will be installed to manufacture chopped feed. The company is arranging with the city for the supply of power to operate its new plant.

Winnipeg, Man.—The Grain Exchange decided not to send a delegation to the Chicago meeting that arranged for a federation of North American grain exchanges, since it occurred during the busy period near the close of navigation, but decided to commit the exchange to the principle of federation. The Montreal Grain Exchange asked what position that of Winnipeg intended to take, and the secretary was directed to reply as stated.

Port Arthur, Ont.—It is claimed that the total shipments of 2,287,921 bus. of grain by the Port Arthur Eltr. Co. during the week ended Nov. 6 beat all previous records from any one eltr. in the world during the same time, a week of six days with no overtime. These shipments more than doubled those of the corresponding week of last year. They consisted of 1,746,121 bus. of wheat, 485,100 bus. of oats, 53,348 bus. barley, 3,352 of flax. During the same week this eltr. received 1,248,197 bus. of grain and had in store 2,833,325 bus. Its total receipts for this year to the end of the record-breaking week were 12,570,483 bus.

Brandon, Man.—The first case under the Manitoba Grain Act involving the delivery of grain by a public warehouse is that of the Wheat City Flour Mills Co. of Brandon. The Canada Guarantee & Insurance Co. became surety to the government for \$18,000 under the Manitoba Grain Act. The government claimed nominal damages of \$57,000. The Wheat City F. M. Co. assigned for the benefit of its creditors in 1908. The crown presented claims of 4 farmers who had wheat stored in the company's eltr. at the time of the assignment. The plaintiff alleged a difference of 12,000 bus. of wheat in the eltr. between what was in storage and what should have been there. The company, according to the evidence, had treated the wheat in store as its own. The defendants contended that before the guarantee company is liable under the Grain Act the farmer must make demand on the eltr. company for the return of his grain and must tender storage charges, and that unless he proves that this has been done the liability of the surety does not arise; and, second,

that in this case the bond for which defendants were liable expired August 31, 1907, but the alleged demand was not made on the Wheat City Flour Mills Company, Limited, until March, 1908. The defendants, therefore, contended that in order to make it liable the demand should have been made before its bond expired.

Port Arthur, Ont.—Because the Port Arthur Eltr. Co. has not been operating its eltr. plant on Sundays while all the other eltrs. in both Port Arthur and Fort William have been operated, President Wiley of the Port Arthur Board of Trade has called an emergency meeting to urge upon the company the necessity of continuous operation in the interests of shippers, who are expected to discriminate against Port Arthur and ship their grain by other routes rather than risk the chance of delay. Because the P. A. Eltr. Co.'s plant was not operated during a single Sunday recently boats with a total capacity of nearly 1,500,000 bus. were delayed. E. W. Kneeland, president of the Port Arthur Eltr. Co., says the eltr. will be kept open on Sundays as well as other days to accommodate shippers, whenever boats want cargoes.

CHICAGO.

L. S. Allen, lately with J. P. Bickell & Co., grain commission merchants of Toronto, has returned to Chicago and is now with Finley Barrell & Co.

H. H. Randolph, member of the Board of Trade, has opened offices in the Corn Exchange Bldg. to do a general business in grain, stocks, bonds and cotton.

The team of Bartlett, Patten & Co., of the Board of Trade Indoor Baseball League, defeated that of E. W. Wagner & Co., Nov. 9, by a score of 24 to 3.

The proposed amendment to the rules of the Board of Trade providing for expulsion of members guilty of extortion was defeated, Nov. 23, by a vote of 423 to 345.

A recent fire in the plant of the Corn Products Refining Co. at Argo destroyed \$100,000 worth of property. The power plant, boiler house, saw mill and 3 buildings auxiliary to the main structure were damaged and valuable machinery destroyed.

A. D. Pickering died in Detroit Nov. 22. He was well known to the older members of the Chicago Board of Trade, having been in active business on the Board from 1868 to 1897, when he withdrew to engage in business in Detroit. He was connected with the Chicago firm of William Young & Co. and ran a successful corner in barley more than 30 years ago.

Fire in the eltr. of Rosenbaum Bros., at West Eighty-seventh st. and Stewart ave., Nov. 11, caused a slight loss. A hot box in machinery on the seventh floor of the building is believed to have been the cause of the blaze. The smoke was dense, and in fighting the fire four firemen were overcome, but were soon revived when carried to the open air.

A few weeks ago a letter was received by the chief of police from Thomas Candy, complaining about the practice of indemnity trading in the smoking room of the Board of Trade. Candy is believed to have lost thru this system. The letter contained a suggestion that a bomb might be exploded in the building. The assistant chief of police said: "I would not construe the language used as a threat. I have asked the corporation

counsel for an opinion as to the legality of indemnity trading."

Scarcity of cars more or less acute is reported on all lines of railroad centering in Chicago. Hay prices are very firm, owing to light receipts, with a tendency toward the skyward route. Large feeders of hay are beginning to feel the tension on their bank accounts, and are becoming gloomy and pessimistic. Good feeding hay, both timothy and prairie, is quickly disposed of on arrival, without much parleying.—W. R. Mumford & Co.

C. B. Clark sent notices to all his country shippers Nov. 17, saying that on all grain shipped to him during the remainder of the week he would turn over the commissions either to the Red Cross or to a committee of the Board of Trade to be used for the benefit of the widows and orphans of the miners at Cherry, Ill. At the time of the San Francisco earthquake Mr. Clark raised several hundreds of dollars for the sufferers.

Membership in the Board of Trade has been applied for by John H. MacMillan, Henry Ellsworth and Homer S. Knight. Ira N. Morris, Herman C. Knoke, George B. Parkins, Jesse L. Smith, Huber N. Ellsworth, Walter C. Hoff, Hector L. Randall and the estate of the late W. W. Cargill have applied for transfer of membership. Elliott M. Taylor and James Harvey Packer have been admitted to membership. A membership sold recently for \$2,400 net to the buyer.

C. H. Sullivan, chairman of the rooms committee of the Board of Trade, has ordered all visitors barred from the galleries and gave as his reason: "It is better to be safe than sorry, and the galleries are closed pending the adoption of other regulations. Admission by card on application of a member, as on the New York Stock Exchange, has been suggested." President Bunnell said the restriction of admission to the galleries had been under consideration for some time as a result of complaints about some who frequent them, and the need of some supervision over guests.

Members of the Board of Trade who wish to take the trip to Omaha to attend the National Corn Exposition at Omaha are requested to communicate with the committee of arrangements, expressing their preference for the time limit of the trip, so that the committee can determine what may suit the majority of those who will attend and know how to make arrangements with the railroads. Fare for the round trip is \$15, not including Pullman accommodations. W. N. Eckhardt, J. C. F. Merrill, Robert McDougal, H. A. Rumsey and F. A. Paddleford constitute the committee in charge of arrangements.

A hearing will be given Friday, Nov. 26, by Judge Windes on the suit by Robert Bebb, receivers' agent, against W. Scott Cowen, chief grain inspector, and the Illinois Railroad Warehouse Commission, to restrain the state grain inspection department from delivering samples and arrival notices to commission merchants, and from increasing the fee for inspection from 35 to 50 cents per car. Mr. Bebb in his complaint alleges that there is no warrant in law for the performance by the state of the duties of the receivers' agents. Mr. Bebb declares that the notice of the increase in the fee is a mere subterfuge to compel the commission merchants to employ the state to do the receivers' agents' business; and that the employment of grain inspectors

by certain of the receiving commission merchants tends to cause the inspectors to discriminate in favor of them. Mr. Bebb petitioned the court to temporarily and permanently restrain the state by injunction from obtaining the railroad notices and supplying memorandum of the grade and furnishing samples to the commission merchants of the Board of Trade. The attorney for the state inspection department has made answer and the hearing follows.

The proposed anti-corner rule was defeated Nov. 23 by a close vote of 409 to 359, altho endorsed by all but one of the directors, who all joined in a signed statement urging the members to vote for the adoption of the rule. The proposition was "To amend Rule XXIII by striking out Section 1 of said rule and inserting in lieu thereof the following: Sec. 1. In case any property contracted for future delivery is not delivered at maturity of contract, the President shall appoint a committee of three from the membership at large, to be approved by the Board of Directors, which committee shall determine as nearly as possible the true commercial value of the commodity in question on the day of maturity of the contract, and the price so established shall be the basis upon which settlement is made. As liquidated damage the seller shall pay to the purchaser not less than five per cent, nor more than ten per cent of the value of the commodity as established by the committee; the percentage, within said limits, to be such as, in the judgment of the committee, may be just and equitable. Settlement shall be made without delay, and the damage, as determined under the provisions of this section, shall be due and payable immediately upon the finding of the committee. This section shall not be construed as applying to any parties having the property both bought and sold, in all of which cases settlement shall be made on the basis of prices established by the contracts in such instances."

The proposed "anti-corner" rule was thoroughly tried out in the early '80s and was soon abandoned as worse than useless. We found we had to rescind it to save the market, and at that time Chicago was a natural grain market. Now it is not. It is maintained solely by reason of its pre-eminence as the world's greatest speculative grain market, and grain is forced here by the enhanced prices caused by speculative and investment buying. And this it is now proposed to discourage by hostile legislation. In any market there should be no alternative but the fulfilling of contracts. Any effort by appeal to legislation to make prices or to permit the qualification or abrogation of contracts, or to favor the short seller, is detrimental alike to the market and the producer, and discouraging to the buyer. And the first essential to any market is the buyer. In the rare event of a pre-meditated corner the proposed rule would prove to be a delusion and a snare, and, in all human probability, intensify the condition it is expected to ameliorate. Old members who can recall the scandalous developments growing out of the July wheat corner in 1882, under the operation of this very rule, will hardly vote for its re-enactment. In my judgment, the outright repeal of rule 23 would do more to prevent corners than the proposed amendment. Then shorts would not be encouraged to stand out until the last day, in the afternoon, before covering their contracts. The rule places a premium on defaulting, and where else in

the commercial or financial world do we find such tender solicitude for defaulters? By what code of business ethics does a defaulter demand protection?—Wm. S. Warren.

COLORADO.

Denver, Colo.—The F. C. Ayres Mercantile Co. has a 200,000-bu., reinforced concrete eltr. and mill building under construction by the Macdonald Engineering Co. Work was started on the foundation Nov. 1, and the plant is to be ready for operation Jan. 1. The equipment will include feed grinding machinery, cleaning and drying machines, two eltr. legs of 10,000 bus. capacity, 100-ton track scale, 1,500-bu. hopper scale, automatic sacking scales, clippers, car shovels, car spouts and car pullers. Electricity will be the motor power.

IDAHO.

Vollmer, Ida.—The warehouse of the Vollmer-Clearwater Co. at this point is 500 ft. long and 50 ft. wide and has a capacity of more than a quarter of a million sacks of grain. On one day recently farmers delivered 60,000 sacks to this house, which is considered a record-maker for a single day's delivery to a Northwestern warehouse. John P. Vollmer, the largest stockholder in the company, says his firm expects to handle 50% of the grain grown in the Lewiston country, or 5,000,000 bus. Bulging warehouses are becoming clogged with grain, while shippers are unable to get cars enough to keep ahead of the farmers, who are now delivering rapidly.

ILLINOIS.

Beason, Ill.—John H. Harman has repaired his eltr.

Oliver, Ill.—Rudy & Co. of Paris, Ill., are building an eltr. here.

Beecher, Ill.—Wm. Werner is installing a new leg, 12x16 cups.

Ashley, Ill.—Palmer & McRu have succeeded J. P. M. Harrison, deceased.

Hillsdale, Ill.—I have leased my eltr. to H. H. Palmer of this place.—John Butzer.

Cissna Park, Ill.—This firm goes out of business Jan. 15.—Wiese & Anderson.

Frankfort, Ill.—H. F. Stellwagen has put in a 141-ft. belt and cups for elevating grain.

Odell, Ill.—We have put a new duplex boiler feed pump in our eltr.—Gulshen & Craven.

Elwood, Ill.—I have installed a 14-in. Boss Car Loader in my eltr.—J. C. Beattie.

Beecher, Ill.—Fred G. Cloyd has purchased a Hall Signaling Grain Distributor.

New Lenox, Ill.—I have installed a 15-h.p. electric motor in my eltr.—H. N. Dickinson.

Gifford, Ill.—John Woods is enlarging and repairing his eltr. and installing new machinery.

Annanaw, Ill.—J. C. Dewey & Co. have had a new concrete foundation put under their scales.

Gibson City, Ill.—The eltr. of the Drummer Grain Co. will be remodeled and enlarged.

Atlanta, Ill.—I have installed a new Howe Wagon Scales, capacity 4 tons.—J. H. Hawes.

Dwight, Ill.—We are putting in a new pair of Fairbanks platform scales.—Boston & McClelland.

McLean, Ill.—We have installed a new 16-h. p. gasoline engine in our eltr.—Darnall & Spence.

Decatur, Ill.—The next annual meeting of the Illinois Grain Dealers Ass'n will be held here June 14-15.

Caton Farm, Ill.—The Barr Grain Co. has received a carload of gravel to use around its eltr. property.

Joliet, Ill.—M. Truby & Son have built an addition to their eltr. to be used for flour and feed.—M. Truby.

Versailles, Ill.—The style of our firm name here and at Perry Springs is Beggs, Lewis & Bell.—John R. Bell.

Rowe, Ill.—M. Whalen is remodeling his eltr.—G. Brunskill, manager Pontiac Farmers Grain Co., Pontiac, Ill.

Lovington, Ill.—Thurman Hamman, manager of an eltr. here, was married recently to Miss Etta Mann of Bement.

Perry Springs Sta., Versailles p. o., Ill.—We are remodeling our plant at this station.—J. R. Bell, Beggs, Lewis & Bell.

Dwight, Ill.—We put a new cylinder in our gasoline engine here, also overhauled our steam engine at Chenoa.—Harrison Bros.

Gardner, Ill.—We have installed a new pair of 6-ton Fairbanks Scales in our eltr. at So. Wilmington.—Hargreaves & Drew.

Atlanta, Ill.—To make room for the double track of the C. & A. R. R. 4 ft. must be sliced off one side of the eltr. of J. H. Hawes.

Lockport, Ill.—The Calumet Milling Co. has purchased and placed the old Norton Mill in operation, making oatmeal.—M. Truby, Joliet, Ill.

Wolfs, Oswego p. o., Ill.—We have just installed a 40-h. p. Fairbanks-Morse gasoline engine.—Geo. Kersten, Jr., of Kersten & Smiley.

Peoria, Ill.—E. S. McClure, secretary of the Zorn Grain Co., is looking after improvements for the machinery and corn cribs at the eltr.

Maroa, Ill.—Newman & James have begun rebuilding their eltr. They have moved it from the Interurban to the Vandalia right-of-way.

Joliet, Ill.—The Michigan Central Eltr. 110 ft. high, a landmark since 1859, has been torn down to make room for the elevation of tracks.

Armstrong, Ill.—E. M. Davis has bot the eltr. owned by J. M. Mullin of Urbana, Ill., and will take charge soon.—Coon Bros., Rantoul, Ill.

Cissna Park, Ill.—J. D. Baumgartner has bot the half-interest of Mr. Wiese in the grain firm of Wiese & Anderson, and will take charge Jan. 15.

Peoria, Ill.—F. W. Arnold, formerly with Frank Hall & Co., has formed a partnership with A. N. Harwood to conduct a grain commission business.

Morgantown Sta., Plainfield p. o., Ill.—Kersten & Smiley are building new sheds here and at Wolfs, to be used for feed and cement.—Geo. Kersten, Jr.

Shawneetown, Ill.—The 3-story eltr. operated by the Shawneetown Eltr. Co. burned Nov. 20. Gale Bros. of Cincinnati own a half-interest in the property.

Indianola, Ill.—Work on the new eltr. of W. H. Current is being pushed. Installation of machinery has begun and the house will soon be ready for business.

Burton View, Ill.—The Burton View Grain, Coal & Lumber Co. incorporated for \$8,000 by Theodore W. Baker,

Charles F. Sparks and John C. Wigington.

Hayes, Ill.—The eltr. of J. C. Roe & Co. has been overhauled. New floors were put in the old bins and two new bins were added, increasing the storage capacity to about 10,000.

Wolfs, Oswego p. o., Ill.—I have succeeded Ellis Bill as agent for Kersten & Smiley at this place. I was formerly agent for Wimer, Brown & Co., Auburn, Ind.—I. L. Hoodelmier.

Lake Fork, Ill.—John Barton has moved here to take charge of the eltr. of Fred W. Zelle. Mr. Jones, who has been employed there for several years, will move to Lawndale to enter a store.

The next meeting of the Northern Illinois Grain Dealers Ass'n, at Chicago, Dec. 11, will be the annual meeting, when officers will be elected for the ensuing year, and a good attendance is desired.

Muncie, Ill.—B. B. Minor has just installed a new Western Gyration Cleaner and cast-iron boots in his eltr. here, and has a Sonander Automatic that is giving good satisfaction.—E. A. Purnell, manager.

Walnut Grove, Ill.—I have sold my eltr. here to A. W. Ford of Scottsburg, Ill., and Arthur Ford of Adair, Ill., who will operate under the firm name of Ford & Ford.—O. P. McDonald, Scottsburg, Ill.

Joliet, Ill.—A. R. Clark, proprietor of a grain establishment for 25 years and a resident of this city for 40, died Nov. 14, after an illness of two weeks, aged 69. He is survived by his widow, a son and two married daughters.

Atlanta, Ill.—We are building an eltr. at Mountjoy, cap. 20,000, will be complete in a few weeks. Machinery is being installed by Fairbanks, Morse & Co. R. McIntyre of Atlanta is building the eltr.—W. H. Adams & Sons.

Flanagan, Ill.—F. J. Cramer has succeeded L. B. Slyder as manager of the Farmers Grain & Coal Co. Mr. Slyder, who has been in a sanatorium, is improving and will recover, but will not be able to take charge of the eltr. for a while.—Locker Bros.

Hooppole, Ill.—We understand that Mathis Bros. & Co. will build an eltr. at this point. If the new Dixon, Rock Falls & S. W. electric road proves a success we will build here also, but are not making any plans and do not care to invest until we know.—C. J. E. Frary & Son.

Lee, Ill.—We have purchased the two eltrs. of A. O. Anderson at Lee and will run them, including lumber and coal yards, in connection with our Creston business. O. A. Halsne will have charge of the Lee business, while we will divide our time between the two points.—Dickinson & Lewis.

Rochelle, Ill.—Thomas Reber and T. H. Keller of Rockford have purchased the plant here of the Neola Eltr. Co. and the coal business of W. H. Hines. They will operate the two under the name of the Rochelle Lumber Co. Mr. Hines will remain in charge of that business and a buyer will manage at the eltr. office.

Downs, Ill.—Farmers in the vicinity of this town and Ford Woods station have organized under the name of the Downs Grain Co. with the intention of either buying the eltrs. of the Zorn Grain Co. in these two places or building. E. B. Lanier, Herbert Ropp and R. S. Sarver were appointed to negotiate for the purchase.

Fulton, Ill.—Orders have been issued that all grain shipped to Chicago from stations between Sterling and Fulton on the Northwestern, shall be weighed at Sterling; from points between Nelson and DeKalb, shall be weighed at DeKalb; from DeKalb to Geneva, at Geneva; and from Geneva to West Chicago, shall be weighed at West Chicago.

Kankakee, Ill.—The next regular meeting of the Kankakee Division of the Illinois Grand Dealers Ass'n will be held at the Grand Pacific hotel, Chicago, Saturday evening, Nov. 27, at 6 o'clock. All are urged to come and bring their ladies with them. A profitable as well as a pleasant and enjoyable evening is anticipated. Arrangements have been made for a dinner and theater party.

Charleston, Ill.—Since a firm dealing in horses, mules, cattle and hogs operates here under the name of Griffin & Son, and we do not want our new company, formed by the admission of Clyde M. Griffin to partnership with his father, George B. Griffin, confused with that, we have taken the name of G. B. & C. M. Griffin, and hope that grain men will not copy the one erroneously given us in a local paper.—G. B. & C. M. Griffin.

Peoria, Ill.—Receipts of grain during October, 1909, included 111,000 bus. of wheat, 1,171,355 bus. of corn, 951,050 bus. oats, 47,400 bus. rye, 279,230 bus. barley and 350,000 lbs. of seeds; compared to 63,597 bus. wheat, 1,074,059 bus. of corn, 849,500 bus. oats, 56,000 bus. rye, 397,000 bus. of barley and 60,000 lbs. of seeds during October, 1908. Grain in store here, Nov. 20, included 9,687 bus. of wheat, 11,576 bus. corn, 1,168,504 bus. oats, 8,837 bus. rye and no barley.—John R. Lofgren, secretary Peoria Board of Trade.

Effective Dec. 2 the Illinois Central railroad will apply thru rates on grain to Eastern trunk line territory (points east of and including Buffalo, Pittsburg, etc.), on the basis of 19½c per 100 lbs. to New York from Hedrick, Ind., and Thomas, Ill. This change will make the specific proportion up to Chicago from these stations 4½c instead of 6c per 100 lbs., but does not affect stations between Thomas and Kankakee, Ill., from which higher rates obtain. The proportion from Chicago to New York will be 15c per 100 lbs. the same as from other points in 19½c group.

Seaton, Ill.—A fire that started in a thin partition between the boiler room and the eltr. of A. L. Duncan & Sons, in the afternoon of Nov. 9, destroyed the mill, the eltr. and the warehouse, containing about 25,000 bus. of grain, besides coal and merchandise. Loss about \$30,000, with practically no insurance. In a few moments after the fire was discovered the 3-story frame building was a mass of flames, making a heat so intense firemen could not get near enough to work on it. As soon as the ground can be cleared of debris, a temporary structure will be erected to accommodate the business until next spring, when the Duncans intend to build a permanent plant larger and better equipped than that destroyed.

Pekin, Ill.—A steamer and a barge recently brot down from the eltr. of the Smith-Hippen Co., south of Rock Falls, 12,000 bus. of oats and old corn for shipment to eastern points from the company's eltr. here. The Smith-Hippen Co. will operate boats to ship grain south as long as the weather permits. Canal officials have promised to keep the waterway open until ice prevents operation of

the locks. The amount of grain offered at the eltr. here is so much greater than Manager Boyden had anticipated that he does not think the company will have storage room for all the corn offered during the closed season, so plans for the erection of large corn cribs will be carried out at once. Next season the company will have two additional eltrs. along the canal and an increased fleet of grain boats.

INDIANA.

Seymour, Ind.—G. H. Anderson has installed a gasoline engine in his eltr.

Rich Valley, Ind.—The new eltr. of W. A. Edwards has just been completed by A. H. Richner.

Veedersburg, Ind.—A fire started recently in a poultry house adjoining and burned the roof of John Reichard's warehouse.

Terhune, Ind.—Snus & Ashpaugh have bot the eltr. of C. Cunningham. They took possession Nov. 13. John A. Rice made the sale.

Keystone, Ind.—John Vardaman and O. Hupp are planning to start a grain business in this county soon with headquarters here. Later they will build an eltr.

Mount Ayr, Ind.—Edwin Harris has bot the grain and implement business of Herriman & Martin. He will take possession of the latter Jan. 1 and of the grain business March 1.

Auburn, Ind.—Wimer, Brown & Co. bot the eltr. of H. C. Hoodelmier at this place. Mr. Hoodelmier will retire from the grain business.—T. L. Hoodelmier, Wolfs, Oswego P. O., Ill.

Lafayette, Ind.—We have opened a branch office in this city, under the management of W. W. Alder, senior member of Alder & Stofor, which firm we have succeeded.—The Alder Grain Co.

Rochester, Ind.—B. Nofstger has discarded his steam engine and boiler and is now using for power an electric motor, induction type, obtaining current from the commercial wire of the local electric plant.

New Waverly, Ind.—Edgar E. and Ira M. Phillips, grain merchants at Walton, have bot the eltr., lumber and coal yards here of C. W. Montgomery and will personally conduct the business. They took possession Nov. 15.

Indianapolis, Ind.—The Alder Grain Co., incorporated for \$50,000 by the directors, W. W. Alder, T. J. Stofor and Fred G. Heinmiller. Mr. Heinmiller has charge of this office. He was formerly a grain dealer in Lafayette, Ind.

Scottsburg, Ind.—The Blish Mfg. Co. of Seymour has let the contract to J. Fred Beggs for the erection of its new eltr. on the site owned by the Scottsburg Grain Exchange before its property burned. The building is to be completed in 30 days.

Elwood, Ind.—The Jay Grain Co. has purchased a site on which to erect a new eltr. next spring. Its old eltr. stands on ground owned by the L. E. & W., and is to be torn down. The company will equip its new eltr. with up-to-date machinery.

Indianapolis, Ind.—While in Chicago with his wife, Nov. 11, George T. Evans, president of the Acme-Evans Co., attempted to cross a street in front of two street cars coming from opposite directions, was struck by one and injured so badly he lived but a few hours.

Indianapolis, Ind.—The Cleveland Grain Co. has ordered a new No. 6 Hess Grain Drier to replace the two Ideal Driers which they have been using at elevator "B." This will give it large capacity and facilitate handling of this year's corn crop.

Schneider, Ind.—F. C. Brown Grain & Hay Co. of Belshaw has bot the old Churchill eltr. and completely overhauled it and placed it in working order. The company has a 50,000-bu. eltr. at Belshaw (p. o. Lowell, Ind.) and an 8,000-bu. eltr. in Illinois. All are located on the I. I. & I. Ry.

LeRoy, Ind.—Love Bros.' eltr. was burned Nov. 18 at 2 p. m. The fire was started by a spark from a passing Pennsylvania locomotive. Loss on grain \$2,600, insurance \$2,000; loss on building \$4,500, insurance \$2,000. The house was located on private land. They will rebuild.

Colfax, Ind.—John Young of Frankfort bot the eltr. here of Jordan & Conarroe and turned the same over to me. I took possession Nov. 9. I was in the grain, coal and salt business at Mellott for 18 years, then sold to McCordle & Page, and think they have as good a point as there is on the Clover Leaf R. R.—Ed Lee

La Fayette, Ind.—The annual short course for farmers and home makers at Purdue University will be held Jan. 10-15. The program this year promises to be the best yet offered to the Indiana people. In connection with the short course the Indiana Corn Growers Ass'n will hold its annual meeting Jan. 12; and the State Corn Show will be held Jan. 10-15. Program will be sent upon application.

Morocco, Ind.—Two outside cribs for ear corn were saved from the fire that destroyed the eltr. of Rich Bros. & Co., Nov. 3, with a total loss on building and grain of \$10,000; insurance, \$7,000. We will continue to handle corn in ear and use cars until new eltr. is built. Do not know how soon we will let the contract nor just what style of house we will build, but are considering cribbed construction, up-to-date in every way.—John J. Sell, Rich Bros. & Co.

Fort Wayne, Ind.—Hay and grain men of this section of Indiana enjoyed a banquet here, Nov. 9, and effected a re-organization of their ass'n under the name of the Hay & Grain Producers & Shippers Ass'n of Northeastern Indiana, with H. H. Deam of Bluffton, president and T. P. Riddle of the Ft. Wayne Hay & Grain Co. secretary-treasurer. The ass'n met Nov. 24 to adopt a constitution and by-laws. Regular meetings will be held in this city on the first Tuesday of each month.

Crawfordsville, Ind.—F. C. Williams, who came here early last summer and bot the eltr. of Price & Bruce, that he sold a few weeks ago to A. B. Cohee & Co. of Frankfort, has gone to Lafayette on account of his health, where he can be with relatives. He intends to go south for the winter. About two months ago he became dizzy while standing on an elevated platform used for unloading coal, fell and was cut and bruised on his head and face. Since then he has been unable to work on account of his injuries and a developing lung trouble. Bernard Price, former owner of the eltr., has had charge of the grain depot and coal yards and has been asked by the new owner to continue as manager, but

no contract has been made. The eltr. was recently repaired thoroly and encased in corrugated sheet steel.

IOWA.

Hartwick, Ia.—Hakeman Bros. are considering building an eltr. here.

Fremont, Ia.—I have installed a Richardson Automatic Scale.—J. E. Kennel.

LeMars, Ia.—The recently incorporated LeMars Grain Co. is ready for business and has employed Thos. Goudie as buyer.

Sioux City, Ia.—I resigned as manager for the Omadi Co-Op. Grain Co. of Homer, Neb., and am now here.—O. F. Hoese.

Haverhill, Ia.—I am going out of the grain business here Dec. 1. Chas. Holdgraber of this place will be my successor.—C. J. Imholt.

Erickson Sta., Boone p. o., Ia.—C. C. Little of Huxley, Ia., has bot the eltr. here of the Farmers Eltr. Co. He will put in a general store to be operated in connection with the eltr. business.

Nevada, Ia.—The Farmers Grain Co. was considering enlarging its eltr., but not enough shares of stock have been sold to do anything as yet. A new gravity loading spout has been installed.—Chas. Frantz.

Bayard, Ia.—George Cly, agent for the Western Eltr. Co., was married recently in Des Moines to Miss Perkins of Dexter, Ia. After a few days' visit with relatives in Davenport they came here to start their new home.

Oto, Ia.—I am buying grain for the Trans-Miss. Grain Co. at this station, having been sent here by the company on account of the illness of N. J. Bennett, who has been here with the company for some years.—C. W. Boyer.

Doris, Ia.—Our firm's name will be S. Miller & Son, grain stock, flour, feed, coal and salt. The elevator's capacity is 35,000 bus., cribbed construction, up-to-date thru-out, situated on the main line of the Illinois Central R. R.—S. Miller & Son, Independence, Ia.

Akron, Ia.—The recent complaint of E. E. Mellen, manager of the Farmers Grain Co., to the state railroad commission relative to the refusal of the Milwaukee to furnish sufficient cars for shipment of grain, has had the desired effect. He has been furnished plenty of cars and has been able to ship 33,000 bus. of grain within 10 days. During one previous week the lack of cars permitted him to ship only 1,500 bus.

KANSAS.

Hollis, Kan.—The new eltr. for the Duff Grain Co. is almost completed.

Cummings, Kan.—L. L. Coryell has let the contract for the erection of an eltr.

Wichita, Kan.—The Kaufman-Boyle Grain Co. is considering building an eltr. here.

Morganville, Kan.—The Morganville Mill & Eltr. Co. has bot the eltr. of Swenson Bros.

Turner, Kan.—A. F. Jasper has installed a corn cleaner and made other improvements in his eltr.

Brewster, Kan.—F. C. Kellogg, of Long Island, Kan., has bot the eltr. here of the Home Grain Co.

Hallowell, Kan.—David Dunbar, R. F. D. No. 1, contemplates building a small eltr.—I. W. Davis, Boor & Davis.

Longford, Kan.—The Good Will Grain Co. has completed an 8,000-bu. addition to its eltr., increasing its capacity to 16,000 bus.—S.

Zenda, Kan.—W. E. & A. R. Clark are repairing their eltr. I have installed a corn grinder in the new addition to my eltr.—E. E. Baird.

Burlingame, Kan.—The Burlingame Grain & Eltr. Co. has just completed a new eltr. Its old one has been dismantled and will be used as a warehouse.

Rydal, Kan.—The recently organized Rydal Farmers Eltr. Co. has bot the eltr. here of Bert Ainsworth for \$6,500. C. A. Ball is president and H. A. Paulson secretary.

Wamego, Kan.—A. S. Eaton & Son are arranging to build an alfalfa mill of 15 tons daily capacity. Construction will be started as soon as the railroad grants them a site.

Robinson, Kan.—C. A. Geiger, formerly with the Hoffman Eltr. Co. at Oakley, Kan., has bot the 30,000-bu. eltr. here of H. R. Melendy and will take possession Dec. 1.

Morrowville, Kan.—The Farmers Eltr. Co. has just completed a 12,000-bu. eltr. here, first class in every respect. It is equipped with a cleaner and a 12-h.p. gasoline engine.—S.

Topeka, Kan.—The Bennett Commission Co. writes that it is still engaged in the grain business and expects to remain in it. The report to the contrary in this column Oct. 10 was incorrect.

Reserve, Kan.—I have leased the eltr. my father recently purchased from the Jones Grain Co. for \$6,750, and have full control at this point with the exception of my competitor, Mr. R. M. Stewart.—W. C. Peterson.

Almena, Kan.—F. C. Kellogg of Long Island, Kan., bot the eltr. here of the Home Grain Co. He took possession Oct. 15. M. S. Miller, who has been with the eltr. five years under three different managements, remains in charge. The new owner will keep grain on hand at the eltr. and later will supply feed to customers.

Kansas shippers should not be discouraged by the recent decision of the Supreme Court against W. D. Cox & Son. By complying with the letter of the law, which was published on page 601, Grain Dealers Journal for Nov. 10th, they will be able to get cars or compensation as are provided by the law. Judging from the decision of the court published in last Journal, the law is good in the eyes of the Supreme Court and will be enforced. But, of course, shippers seeking protection under it must in ordering cars comply with the specifications therein provided.

Topeka, Kan.—Shippers located on the A., T. & S. F. Ry. and M., K. & T. Ry. advise that they are unable to secure equipment for handling grain. Chap. 275, Session Laws of 1907, provide that when the owner, manager or shippers of any freight of any kind shall make application in writing to any superintendent, agent or other person in charge of the transportation of any railroad company operating a line of railway at any point, that cars are desired upon which to ship any freight, it shall be the duty of such railway company or other person in charge thereof to supply the number of cars so required at the point indicated in the application, not to exceed six days from the receipt of such application;

provided, if the application be for ten cars or less, the same shall be furnished in three days. Section 2 of this chapter provides that when the cars are applied for under the provisions of this chapter, if they are not furnished, the railway company so failing to furnish them shall pay to the party or parties so applying for them the sum of \$5 per day for each car failed to be furnished, as exemplary damages, to be recovered in any court of competent jurisdiction, and all actual damages that such applicant may sustain for each car failed to be furnished, together with reasonable attorney's fee to be recovered in any court of competent jurisdiction. Section 3 provides that such applicant shall at the time of applying for such car or cars deposit with the agent for the company one-fourth of the freight charges for use of such car or cars. If dealers are having trouble in securing cars we will furnish the necessary blanks for making the order, and in case of the agent's refusal to accept 25% of the freight charges, make tender in cash, not check, in presence of witnesses and be particular to retain duplicate copy of the order.—E. J. Smiley, secretary Kansas Grain Dealers Ass'n.

KENTUCKY.

Owensboro, Ky.—Fire, supposed to have originated in an electric light wire, completely destroyed the plant of the Owensboro Grain Co., in the evening of Nov. 14. Loss \$60,000, partly insured. A considerable quantity of corn, wheat and hay was stored in the warehouse. T. R. Bailey is president of the company; Henry O'Bryan, the principal stockholder.

Louisville, Ky.—The Board of Trade has requested Commissioner M. C. Rankin of the state Department of Agriculture to remove the two appointees now holding the office of state grain inspectors for this market, H. Silbernagle and J. P. Reedy, whom he appointed on a statute that had been in existence so long it had been overlooked. The Board of Trade expressed its entire satisfaction with the inspection of M. L. Satterwhite, the chief grain inspector, who has been employed by the Board for the last 30 years, and his two deputies, who have each been with him for nearly 20 years; but Mr. Rankin states that this is in no sense a personal matter, he is merely complying with the law, and so refuses to remove the two he appointed.

LOUISIANA.

New Orleans, La.—W. J. Dardis, of Geo. Gerdes & Co., grain brokers and forwarding agents, has applied for membership in the New Orleans Board of Trade.—H. S. Herring, secy.

New Orleans, La.—Membership in the Board of Trade has been applied for by James C. Harvey of Harvey-Faust Brokerage Co. of St. Louis and by Jake F. Goldsmith of Burkenroad-Goldsmith Co. of this city.—H. S. Herring, secretary Board of Trade.

Crowley, La.—Thomas and Charles Freeland have purchased the Star Rice Mill for \$35,000. This is one of the mills formerly owned by the Louisiana Irrigation & Mill Co., but operated by the Freelands since the American Mill burned last year. The Freelands will change the name of their new property to "The American Mill." It has a capacity of 1,000 bbls.

Baton Rouge, La.—At the request of the rice bureau of the New Orleans Board of Trade, the L. & A. R. R. Co. and two organizations of Shreveport and Alexandria, the state railroad commission granted a rehearing, that began Nov. 23, of the rice-rate cases decided Nov. 2 by schedules that were to have become effective Dec. 1.

New Orleans, La.—Receipts of grain at New Orleans during Oct., 1909, were as follows: wheat, 30,000; corn, 562,000; oats, 202,000; compared with receipts during Oct., 1908: wheat, 701,000 bus.; corn, 284,000; oats, 311,000. Shipments of grain during Oct., 1909, were: wheat, 116,722 bus.; corn, 331,163; oats, 26,375; compared with shipments during Oct., 1908: wheat, 840,660 bus.; corn, 176,056; oats, 2,541.—H. S. Herring, sec'y.

MARYLAND.

Baltimore, Md.—At the monthly meeting of the directors of the Chamber of Commerce, Nov. 8, a committee consisting of President Charles England, Ferdinand A. Meyer and James C. Gorman was appointed to consider the choice of a successor to the late Henry A. Wroth as secretary.

Baltimore, Md.—Edward S. Steen of E. Steen & Bro., Baltimore, and James Norris, treasurer of Norris Bros. & Co., Chicago, were elected to membership in the Chamber of Commerce, Nov. 8, in place of George W. Ward and Charles E. Parr respectively, who sold their memberships.—James B. Hessong, assistant secretary.

Baltimore, Md.—Receipts of grain at this port for the month of October, 1909, totaled 1,217,018 bus. of wheat, 689,846 bus. of corn, 152,075 bus. of oats, 120,261 of rye, 3,471 of barley, compared with 961,654 bus. of wheat, 145,846 of corn, 348,899 of oats, 217,200 of rye, none of barley during October, 1908. Exports during October, 1909, included 500,076 bus. of wheat, 319,641 bus. corn, 20 bus. oats, none of rye, against 1,217,598 bus. of wheat, 29,180 bus. of corn, 1,638 of oats, 85,713 of rye in October, 1908. Stocks on hand Nov. 20, 1909, included 799,551 bus. of wheat, 340,298 bus. corn, 382,240 bus. oats, 165,485 of rye and 476 bus. of barley.—James B. Hessong, assistant secretary Baltimore Chamber of Commerce.

MICHIGAN.

Tekonsha, Mich.—The Randall Mill Co. is building an eltr.

Burt, Mich.—The Burt Eltr. Co. has been incorporated for \$6,000.

Lennon, Mich.—The recently incorporated Lennon Grain Co. has a capital of \$20,000.

Saginaw, Mich.—Geo. F. Talladay of Detroit has bot the merchandise brokerage business of J. E. Thom.

Detroit, Mich.—Michigan shippers are on the anxious seat regarding cars. Freight cars are at a premium in some sections.—B.

Grassmere, Mich.—Wallace & Orr are building a 70-ft. addition to the eltr. of the Elkton Eltr. Co., in which firm they have an interest.

Butternut, Mich.—I have organized a stock company under the name of the Butternut Grain & Bean Co., and it is doing a good business.—George R. Banton.

Gladwin, Mich.—Grenell's seed house has received this season 2,000 bus. of peas; 1,500 bus. of beans; and at its

Beaverton warehouse, 4,400 bus. of peas, and 500 bus. of beans.—B.

Detroit, Mich.—We have sold our eltr. and seed house, known as "Eltr. C," to the M. C. R., to make room for the tunnel under the Detroit River. We have bot the property of the Canada Malt Co. and are remodeling it into an up-to-date eltr. and seed house with a capacity of 150,000 bus. of grain and 25,000 bags. This new plant will be called "Eltr. C."—Caughy & Carran.

Leslie, Mich.—W. F. Prescott, who has represented S. M. Isbell & Co. on the road in their field seed department for 8 years, has accepted the management of our new eltr. and storage plant, one of the most complete and up-to-date buildings of that kind in the state. Mr. Prescott is well known by the seed trade in Michigan, northern Ohio and Indiana.—Leslie Eltr. Co.

Grand Rapids, Mich.—It will be a mistake for the farmers to hold back this season. There are lots of beans in the country, the crop having been good nearly everywhere, and if the farmers hold back in the hope of getting \$2 they will be inviting foreign competition. Beans, even now, are being imported from Austria and Germany for the eastern market, and at present quotations this can be done at a profit, even after paying 45 cents a bushel duty.—A. J. Brown.—B.

Grand Rapids, Mich.—The elevator men of Western Michigan had a very enjoyable meeting on Nov. 11. General crop conditions were discussed. In some sections it was reported that 60% of the beans had been marketed, and in most sections farmers are inclined to hold their stocks for a little higher price. The oat crop is a little short, and while the wheat crop has been excellent quality, the movement during the past 2 weeks has been light. There was no action of importance taken at our meeting, it was more of a social affair than otherwise.—E. L. Wellman.

Niles, Mich.—The Niles Grain Co., which is a branch of the Pears-East Grain Co. of Buchanan, has bot an option to purchase the lots here owned by Burrell & Morgan of Elkhart, who purchased them some years ago for an eltr. site, but later abandoned the project. These lots lie along the Big Four tracks, and railway engineers have surveyed them to determine the room for an eltr. and sidetrack. The Niles Grain Co. intends to build an up-to-date eltr. on this site. C. R. Bowen has been manager and local representative of the company since its organization about three years ago.

Detroit, Mich.—Receipts of grain during October, 1909, totaled 537,726 bus. of wheat, 248,133 bus. of corn, 322,580 bus. of oats, 162,369 bus. of barley and 51,708 bus. of rye; compared with 586,936 bus. of wheat, 132,265 bus. of corn, 384,000 bus. of oats, 138,000 bus. of barley and 63,600 bus. of rye received during October, 1908. Shipments during October, 1909, included 18,579 bus. of wheat, 108,134 bus. of corn, 84,246 bus. of oats, no barley and 11,732 bus. of rye; against 6,710 bus. of wheat, 57,982 bus. of corn, 109,648 bus. oats, no barley and 55,984 bus. of rye during October, 1908. No record was kept of flaxseed, clover seed or timothy. Grain in stock, Nov. 19 last, included 569,324 bus. of wheat, 111,791 bus. corn, 158,641 bus. oats, 3,352 bus. barley and 89,092 bus. of rye.—F. W. Waring, secretary Detroit Board of Trade.

MINNESOTA.

Appleton, Minn.—The Interstate Grain Co. is building a corn crib at its eltr.

Northfield, Minn.—The Farmers Eltr. Co. will build an addition to its house.

New Richland, Minn.—A new steel eltr. has been completed for Everett, Aughenbaugh & Co.

Fergus Falls, Minn.—The new farmers' eltr. has been opened for business with M. A. Martinson as manager.

Halstad, Minn.—The Andrews Grain Co. has rented and opened the 30,000-bu. eltr. of the Northwestern Eltr. Co.

Renville, Minn.—The Monarch Eltr. Co. is having its eltr., that was wrecked by a wind storm some time ago, rebuilt by T. E. Ibberson.

Duluth, Minn.—R. C. Bagley, Minneapolis, Minn., has been admitted to membership in the Duluth Board of Trade.—Chas. F. Macdonald, sec'y.

Epsom Sta., Kenyon p. o., Minn.—We have bot the eltrs. of L. N. Loomis here and at Ruskin Station, Faribault p. o., Minn.—DeWald & Walters, Freeman, S. D.

Ottawa, Minn.—The newly organized farmers' company, the Ottawa Eltr. Co., has elected Charles T. Barker president and David R. Morgan secretary and treasurer.

Sleepy Eye, Minn.—Axel Newdall has leased and opened the eltr. of R. H. Bingham & Sons, that has been closed for some time. He will install a large sheller. He has already shipped 8 cars of corn.

Cannon Falls, Minn.—The Cannon Valley Mlg. Co. is remodeling its warehouse and mill here. T. E. Ibberson is doing the work. New conveyors will be installed, also power shovels and a car puller.

Rochester, Minn.—The Farmers Society of Equity has decided to buy or build an eltr. here. Among those interested in organizing the new company are James F. Spencer, Dennis Hanrahan and Edward Morris.

Glenwood, Minn.—The eltr. the Loomis-Benson Co. purchased here last summer from J. W. Funk has been opened for business with P. H. Wheeler in charge. He has lived here before, but for some time has been a clerk in Minneapolis.

Doty Sta., Eyota p. o., Minn.—Haloween mischief makers broke the lock on the door of the eltr. George Toogood has leased from G. W. Van Dusen & Co., emptied on the floor a bin containing 300 bus. of barley, broke telephone wires and did other damage about the building.

Crookston, Minn.—The new eltr. of Hansen & Barzen has been opened for business with A. G. Sandberg manager. It is equipped for cleaning and storing grain and will make a specialty of handling seed grains and grass seeds. Mr. Sandberg has done a good business for his company ever since its warehouse was established here, but was handicapped by the lack of an eltr.

Good Thunder, Minn.—The new 25,000-bu. eltr. of R. L. Houk was completed Oct. 15 by L. O. Hickok & Son. Full basement concrete foundation, galvanized iron siding and roofing. It is equipped with a 15-h. p. Foos Gasoline Engine, a 6-ton Fairbanks-Morse Dump Scale, a 1,000-bu. Richardson Automatic Scale, a Philip Smith Manlift, a No. 2 Little Victor Corn Sheller, a Barnard & Leas Oat Clipper and a B. & L. Separator.

Duluth, Minn.—Receipts have been very light the past two or three weeks, but with the freeze-up in North Dakota and prices of grain good we look for the farmers to market quite freely for the balance of November and during December.—L. G. Truesdell, Winter & Ames.

Bird Island, Minn.—Edward Reinhart, who owned and operated an eltr. here, met with a tragic death Nov. 19. Mr. Reinhart was working under his eltr. when a heavy duck coat he was wearing came into contact with a knuckle on the rod that drives the machinery and was wound up and his body whirled around the shaft. Nearly every bone in his body was broken before the machinery could be stopped. Mr. Reinhart was about 50 years of age and favorably known to the grain trade.

The first government report to show the condition of the Minnesota corn crop, now being mailed from Washington, is very satisfactory to the people of this state, since Minnesota has never before been accorded recognition as a corn-producer. During the last season it raised 58,464,000 bus. of corn, compared with 46,835,000 bus. during 1908, producing an average this year of 34.8 bus. per acre. Only four states exceeded Minnesota—Indiana with 40 bus. per acre; Ohio, 39.5; Illinois, 35.9; and Michigan, 35.4. Iowa, long ranked as one of the three great corn states, this year fell below Minnesota in an average yield of 31.5 bus. Minnesota's experiment station at St. Anthony Park has worked with much success for the promotion of the "good seed" idea among the corn growers of the southern part of the state. The last season was a good one and the combination of better seed and better farming operated to give Minnesota a new rank. In the quality of the crop Minnesota and South Dakota head the list with the same percentage of 92. The condition ranges down to 75% in Kansas and Arkansas and as low as 66% in Texas. As the highest grade corn the country has will come this year from Minnesota and South Dakota, a good demand for seed corn is promised for the planting of 1910.

Duluth, Minn.—Receipts of grain at Duluth during Oct., 1909, were as follows: wheat, 17,580,973, bonded wheat, 952,829, total, 18,533,802; corn, 78,487, no bonded corn; oats, 1,211,123, bonded oats, 52,531, total, 1,263,654; rye, 111,500, no bonded rye; barley, 1,533,491, bonded barley, 90,661, total, 1,624,152; flaxseed, 3,185,274, bonded flaxseed, 40,832, total 3,226,106; compared with following receipts in Oct., 1908: wheat, 12,159,115, bonded wheat, 1,112,635, total 13,271,750; corn, none; bonded corn, none; rye, 248,258, no bonded rye; barley, 1,543,250, bonded barley, 92,433, total, 1,624,152; flaxseed, 4,917,603, bonded flaxseed, 21,970, total 4,939,573. Grain shipments for Oct., 1909, were: wheat, 13,234,364 bus., bonded wheat, 861,532, total, 14,095,896; corn, 121,627, no bonded corn; oats, 877,776, no bonded oats; rye, 103,779, no bonded rye; barley, 1,816,640, bonded barley, 110,947, total 1,927,587; flaxseed, 2,171,900, no bonded flaxseed; compared with shipments in 1908: wheat, 9,425,668, bonded wheat, 884,836, total, 10,310,504; corn, none; oats, 1,073,741, bonded oats, 1,006, total, 1,074,747; rye, 198,043, no bonded rye; barley, 1,671,914, bonded barley, 86,500, total 1,758,414; flaxseed, 3,193,910, no bonded flaxseed. Grain stocks on hand Nov. 20: wheat, 6,583,229 bus.; oats,

885,178; rye, 109,571; barley, 725,433; flaxseed, 2,678,394; total, 10,981,805 bus.—Chas. Macdonald, sec'y Board of Trade.

MINNEAPOLIS.

The Pillsbury-Washburn Flour Mills Co. has had a car puller installed by the Link Belt Supply Co.

The Cargill-Robb Eltr. Co. is now consolidated with the Victoria Eltr. Co.—A. A. Houston, V. Eltr. Co.

Herbert A. Dew has been admitted to membership in the Chamber of Commerce.—John G. McHugh, secretary.

Geo. C. Harper, who recently had a cataract removed from one eye, is making satisfactory progress toward recovery.

The recent blizzard thruout western Minnesota and the Dakotas has crippled the grain movement for a few days.—Chas. F. Herbert, Northwestern Shippers & Receivers Bureau.

The new fireproof, tile eltr. under construction here for the Pillsbury Flour Mills by the Barnett & Record Co., will be a receiving, cleaning and handling house in connection with Mill "A."

Prof. Michael, who has been appointed corn breeder for the Russian department of agriculture, leaves Dec. 1, and will take some Minnesota corn with him as a sample of the finest corn grown in the United States.

We have equipped our Eltr. "M" in this city with electric motor power, Westinghouse 40 h. p., and it is giving perfect satisfaction. Wired house for lighting also. T. E. Ibberson did the work.—E. Nutter, Canton Grain Co.

The trial of Sherman R. Norris, head of the Minnesota Grain Indemnity Co., indicted on a charge of grand larceny and accused of taking money intrusted to him by customers and stockholders, has been continued to Jan. 11.

Last year was the first in 6 or 7 that the volume of winter wheat coming into Minneapolis did not last the entire year. This year there was even less. We had a large spring-wheat crop, enough to supply the requirements of the spring-wheat mills. The entire receipts here amounted to about 2,500,000 bus. Millers here will not buy winter wheat unless they can get it at No. 2 Northern prices or less.—H. A. Wernli, Cargill Commission Co.

Receipts of grain during October, 1909, included 12,922,310 bus. of wheat, 259,120 bus. of corn, 2,975,130 bus. of oats, 4,038,400 bus. of barley, 459,270 bus. rye, and 2,219,010 bus. of flaxseed, compared with 14,885,170 bus. of wheat, 117,770 bus. of corn, 1,793,160 bus. oats, 2,619,170 bus. barley, 337,440 bus. rye and 2,357,830 bus. of flaxseed during October, 1908. Stocks on hand, Nov. 20, included 2,688,240 bus. wheat, 16,005 bus. corn, 1,417,166 bus. oats, 968,258 bus. barley, 260,557 bus. rye and 362,728 bus. of flaxseed.—John G. McHugh, secretary Chamber of Commerce.

During October, 1909, 28,173 cars of grain were unloaded at Minneapolis and Duluth. Out of this number 3,765 arrived in leaking condition with grain door leaks, side leaks, end leaks and bottom leaks. Of the total number of cars unloaded at the two terminals 13.3 per cent were in leaky condition. I feel that this percentage can be reduced very materially if more care would be taken in coopering cars at the point of loading. I hope the members of the Ass'n will co-operate with me in trying to bring about better results. This is a bad state of affairs and represents a very heavy loss

every month to the grain dealers of the Northwest.—W. L. Beaton, secretary Tri-State Grain Dealers Ass'n.

The W. W. Cargill Co. has moved its headquarters from La Crosse to this city. Despite its extensive business, which required offices in Green Bay and La Crosse, Wis., Minneapolis, Duluth, Little Rock, Ark., St. Louis, Kansas City, and other grain centers, Cargill headquarters remained at La Crosse and the financial business was handled there. The financial and managerial headquarters of the grain, lumber and land interests of the late W. W. Cargill represent a total investment of about \$15,000,000. He died without making a will, and the executors are W. S. Cargill, Frank Hixon and J. H. MacMillan. No changes have been made in the officers of any of the companies and none is contemplated. A number of the old employees of the company will move here, with the headquarters.

Four cases based on the reciprocal demurrage law of Minnesota were argued Nov. 19 before the Supreme Court, but a decision is not expected for some weeks. The railroads involved are the Great Northern, the Minneapolis & St. L. and the Rock Island, which attack the act as unconstitutional. A company has 72 hours in which to provide a car after the order has been filed; if it is not forthcoming within that period the shipper is entitled to recover \$1 a day for as long as he is compelled to wait. Two of the cases were brot by S. P. Martin against the Great Northern. His complaint asserts that he ordered two cars Oct. 7, 1907, to be delivered to him at De Graff, to be loaded there with hay. The cars did not come until Oct. 28, 18 days after the 72 hours' time limit had expired, for which he claims demurrage.

After seven months of endeavor a coalition of the Minneapolis Traffic Ass'n and the Chamber of Commerce has been effected, which gives this city one of the most powerful traffic organizations in the United States. The directors of the C. of C. voted affirmatively for the consolidation, Nov. 9, and their action was unanimously ratified by the 15 directors of the Traffic Ass'n, Nov. 12. This necessitated a general reorganization of the board of directors of the T. A. Five retire in favor of the same number from the C. of C. The new directors will be H. H. King, chairman of the C. of C. transportation committee, J. L. McCaull, E. C. Warner, A. H. Poehler and B. H. Woods-worth. The T. A. has never had as large a representation of C. of C. men on its directorate as the volume of business done with the railroads by firms in the grain trade district warranted, and this new arrangement equalizes the board. The offices of the T. A. will be moved Dec. 1 to the C. of C. building, with W. P. Trickett as general manager.

MISSOURI.

Lexington, Mo.—Fire in the plant of the Lexington Flouring Mills. Nov. 6 caused slight damage.

Amsterdam, Mo.—A. H. Hall has erected an eltr. and corn mill here; eltr. has capacity of 25,000 bus.

Belton, Mo.—W. A. Hall, formerly in the grain business in Kansas City, died here a few days ago. He was cashier of the Citizens Bank of this place.

Kansas City, Mo.—Nearly \$200 was subscribed by members of the Board of Trade for the Cherry, Ill., widows and

orphans. W. F. Hall, of the Hall-Baker Grain Co., headed the list with \$100; F. E. Essex, as usual in cases of this kind, served as custodian of the fund.

Kansas City, Mo.—Our corn market has felt the demand from the Mexican trade; for a while it took all the white corn that came on the tables, but of late the demand has not been so brisk and the premium has narrowed down considerably, our white corn selling today (Nov. 10) at only 1½¢ over the mixed. Receipts are no doubt going to be less liberal, but the demand is not so strong. A message from Texas today, asking for export bids on corn, stated that Oklahoma had more than filled their orders. We believe government figures are too high on Oklahoma, Kansas, Nebraska and Missouri.—Moss Grain Co.

Kansas City, Mo.—The proposed cut of 2c in the rate on grain and grain products from Cairo, Ill., to Texas points, it now appears, will not become effective. Action in this direction was prevented by the visit to Chicago of C. W. Lonsdale, chairman of the Board of Trade committee on transportation, and H. G. Wilson, commissioner of the transportation bureau, in which they protested against the proposed cut in rates. They were backed in this action by two Kansas City-Texas lines with the promise to cut the rate from this city if the Cairo-Texas reduction were made effective. The lines making the Cairo cut, on being confronted with this threat, withdrew it and referred the matter to a committee of interested lines. It now seems improbable that the reduction will become effective.

Kansas City, Mo.—A meeting has been called for Nov. 30 by the Railroad and Warehouse Commission, to be held in this city, at which the commission will hear all millers, members of the Board of Trade, and all others, on the question of establishing a uniform system of grading grain. Confusion to shippers resulting from a separate system in nearly every state would be obviated, it is believed, by the adoption of the Grain Dealers National Ass'n rules. The Merchants Exchange of St. Louis, and similar organizations in the larger cities of the states adjoining Missouri, will be asked to send members to attend this conference in order that both shippers and receivers may be represented and all phases of the question discussed. John L. Wright, F. B. Morton and R. P. Annan will represent the Merchants Exchange. Special effort will be directed toward fixing a grade on Pacific Coast or Red Russian wheat, which at certain seasons of the year comes in competition with Missouri, Illinois, Ohio and Indiana red wheat, to the detriment of the latter.

ST. LOUIS LETTER.

Segrave-Katz Grain Co. of this city will erect an eltr. in East St. Louis if a proper location can be found.

New members of the Merchants Exchange, recently elected, are B. H. Coyle, Vincent L. Jones, L. T. Swancott, John P. Collins, G. L. Kaeshoefer and S. G. McCracken; following memberships were transferred: Geo. A. Campbell, A. H. Mynders, F. H. Law, Anson T. Pratt, H. H. Taylor and Frank V. Woodlock.—Geo. H. Morgan, secretary.

The Webster Grain Co. of this city has contracted to ship the Mexican government 500 cars of corn by the first of the year. The shipments will be made from

St. Louis to Vera Cruz and Tampico and from those points distributed to different parts of Mexico. It is reported that 1,000 cars in all are being purchased by the Mexican government. Mr. Van A. Webster, who secured the contract for the 500 cars, states that from Monterey to the City of Mexico millions of acres of growing corn, ready to ripen, have been destroyed by frosts.

The receipts of grain at St. Louis during the month of October, 1909, were as follows: Wheat, 3,124,793 bus.; corn, 851,345; oats, 2,044,560; rye, 14,090; barley, 377,000; flaxseed, 6,750; compared with receipts for October, 1908, as follows: Wheat, 1,936,404; corn, 867,655; oats, 2,568,000; rye, 23,081; barley, 747,500; flaxseed, 3,000. Shipments during October, 1909, follow: Wheat, 2,291,462 bus.; corn, 770,490; oats, 1,594,980; rye, 11,900; barley, 4,290; flaxseed, 880; in October, 1908: Wheat, 1,750,770 bus.; corn, 841,930; oats, 1,797,110; rye, 38,070; barley, 56,310; flaxseed, none. Stocks of grain on hand at this date (Nov. 20) are as follows: Wheat, 2,002,856 bus.; corn, 52,775; oats, 396,144; rye, 7,175; barley, 46,690.—Geo. H. Morgan, secretary Merchants Exchange.

Two amendments to the by-laws of the Merchants Exchange, the proposed adoption of which created considerable discussion, were voted down at a special election held Nov. 22. The first of these was an amendment to Sec. 16, rule 4, of the by-laws which was to govern the rental of bags furnished by commission firms to shippers or customers. It was provided in this amendment that any member found guilty by the directors of violating the rule, should, upon conviction, be expelled from the Exchange. Article 8, to be adopted in lieu of the original article so numbered, prohibiting smoking on the floor of the Exchange during business hours, provided for the arrangement of a suitable space for members and visitors who might desire to smoke, the room so arranged to be within sight of the large blackboard showing quotations.

William T. Haarstick, for many years prominent in the grain trade of this city, dropped dead from heart disease in an office directly across the street from the Merchants Exchange on Nov. 8. Mr. Haarstick, in 1901, was president of the Merchants Exchange, and in the days of the Leiter corner he was a big operator. He was the son of Henry C. Haarstick, one of the leading exporters of the country a few years ago. Thru his connection with the firm the junior Haarstick was sent abroad and visited the firm's connections in Great Britain and on the continent. On one of these trips he gained valuable knowledge as to crop conditions, which proved a powerful factor in the Leiter deal, and Mr. Haarstick profited greatly by the wheat purchased that year before conditions abroad were realized here. He made a large fortune, which he afterward lost in attempting another coup. In good fortune or ill, however, he was of equable disposition and made many friends. He made an honorable record as president of the exchange and enjoyed the respect of the entire trade. He was 44 years old. At the funeral services all the living ex-presidents of the exchange acted as pallbearers. A former associate in business, C. H. Spencer, met death much as did Mr. Haarstick, the former having expired while looking at the ticker.

MONTANA.

Harrison, Mont.—An eltr. is being erected here by the Hawkeye Eltr. Co. of Minneapolis.—E. A. Strauch, Townsend, Mont.

Clyde Park, Mont.—The Hawkeye Eltr. Co. of Minneapolis is erecting a 50,000-bu. eltr. at this point.—E. A. Strauch, Townsend, Mont.

Monarch, Mont.—An eltr. of 25,000-bu. capacity for the Rocky Mt. Eltr. Co. is being erected at this station by L. O. Hickok & Son.

Kalispell, Mont.—The Kalispell Mfg. Co. recently erected 6 concrete tanks, capacity 140,000 bus.; the contractors were L. O. Hickok & Son.

Moore, Mont.—M. B. Lytle has let the contract for rebuilding his burned eltr. to H. R. Jensen. The new house will have 35,000 bus. capacity.

Benchland Sta., Windham p. o., Mont.—An eltr. is being erected here for the Rocky Mt. Eltr. Co. by L. O. Hickok & Son. Capacity of the house will be 25,000 bus.

Stockett, Mont.—A 25,000-bu. eltr. has just been completed for the Rocky Mt. Eltr. Co. by L. O. Hickok & Son. It has a 6-ton dump scale, 100-bu. hopper scale and a Philip Smith Manlift.

Great Falls, Mont.—J. W. Sherwood has been named state agent for the St. Anthony & Dakota Eltr. Co. of Minneapolis. Articles of incorporation in this state, with capital of \$1,000,000, have been filed at Helena.

Bainville, Mont.—The Bainville-Plentywood branch of the Gt. Northern is now under construction. During next summer there will be built on this line a number of eltrs., probably at Plentywood, Medicine Lake and Sheep Creek (no P. O.).—J. B. Olson, agent McIntyre & Weir Eltr. Co.

Bigtimber, Mont.—The eltr. of H. O. Kellogg & Co., 30,000-bu. capacity, was completed Nov. 1 by L. O. Hickok & Son, the contractors. It is equipped with electric power, 2 stands of eltrs., Philip Smith Manlift, 6-ton Howe Dump Scale, Richardson 1,000-bu. Automatic Scale, No. 5 Invincible Cleaner, 3 sets sieves for wheat, barley and oats; roof and sidings are of galvanized iron.

NEBRASKA.

Sidney, Neb.—An eltr. is being erected here for Brauer & Grabill.

Abie, Neb.—F. Mazanee of Bruno, Neb., has bot the eltr. of Mashek Bros.

Weston, Neb.—A Hall Signalling Grain Distributor will be installed by the Weston Grain & Stock Co.

Ulysses, Neb.—We have leased our eltr. at this place to the Schaaf Grn. Co. of David City, Neb.—Lemmon & Smith.

Homer, Neb.—O. E. Hess of Washta, Ia., has succeeded O. F. Hoese, resigned, as manager of the Omadi Co-op. Grain Co.

Wabash, Neb.—Lincoln Grain Co. of Murdock, Neb., has bot the Crutchfield Eltr. at this point.—J. S. Ridgeway, agent Lincoln Grain Co., Murdock, Neb.

Omaha, Neb.—J. A. Bushfield and T. A. Anderson were admitted to membership in the Omaha Grain Exchange during the current month.—F. P. Manchester, secretary.

Weston, Neb.—The Weston Grain & Stock Co. held its annual meeting recently and voted to increase the plant 10,000 bus. capacity. The following of-

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Special Grain Shovel Rope

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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ficers were elected: President, H. N. Nelson; vice-president, John Kavan; secretary, Charles Dolezal; manager, N. A. Tuveson.

Belgrade, Neb.—The Haas & Hord Cattle Co. is erecting a new eltr. at this place, capacity 40,000 bus.; it will be finished Dec. 1. The Trans-Mississippi Grain Co. has reopened its house at this point, which has been closed for a year.—O. A. Beaman, manager Farmers Grain & L. S. Co.

Crowell, Neb.—I note in the Journal of Nov. 10 the statement that I had two fingers of my right hand cut off while starting a gas engine. This is an error. While I had two fingers badly mashed, fortunately I shall lose neither of them.—E. G. Harris, asst. agt. Nye Schneider Fowler Co.

Arapahoe, Neb.—C. W. Samms is the new agent for the Uppike Grain Co. at this station. C. S. Kunkle, who was agent, is running a line of eltrs. for the Shannon Grain Co. on the St. Francis branch. The eltr. of the Hynes Grain Co. is closed.—C. S. Fuller, manager Farmers Co-Op. Grain Ass'n.

Shelby, Neb.—I have tendered my resignation with the Omaha Eltr. Co. at this station, after a service of 25 years, to take effect Jan. 1, 1910. I was elected county clerk of Polk county at the Nov. election and my duties will call me to Osceola after that date; I probably will be succeeded here by Geo. Blevins as agt. for the company.—F. M. Leibece.

Omaha, Neb.—Receipts of grain at Omaha in Oct., 1908, were as follows: wheat, 2,049,600 bus.; corn, 460,900; oats, 2,268,800; rye, 4,900; barley, 184,000. Compared with Oct., 1909: wheat 1,838,400 bus.; corn, 1,425,600; oats, 2,291,200; rye, 27,000; barley, 119,000. Shipments in Oct., 1908: wheat, 637,000 bus.; corn, 979,000; oats, 979,500; rye, 17,000; barley, 22,000. Stocks on hand Nov. 20, 1909, are 1,504,360 bus. of all cereals.—F. P. Manchester, sec'y Omaha Grain Exchange.

Omaha, Neb.—Elmer J. Kiddle, pres. of the Kiddle Corn Co., was arrested Nov. 5, the specific charge against him being that he stole certain Bs/L covering 939 bus. of rye, consigned to the Uppike Grn. Co., to the value of \$77.80. The complaint was sworn out by Harley McCordel, mgr. of the Uppike company. After a preliminary hearing Kiddle was released on bail of \$1,000. In addition to the Uppike charge several other creditors of Kiddle regard with suspicion a real estate transaction in which he transferred, thru an intermediary, his residence to his wife. Several months ago his wife sued him for divorce but afterward they were reconciled and, it is alleged, they have entered into a plot to prevent her attorneys from receiving any compensation for their services.

Harvard, Neb.—The preliminary hearing of Andrew McGruce, charged with violation of the King act, passed at the latest session of the legislature, has been continued until Nov. 26. The case was called at Clay Center Nov. 15. McGruce is agent for the Uppike Grain Co. at this point. The King act forbids a person, firm or corporation from discriminating between sections, communities or cities by buying products and paying therefor a higher price in one section, community or city than is paid by the same person in another section, regard being had for freight rates, etc. It is charged that the Uppike company paid more for grain at Eldorado on a certain day than it did at

Harvard, in the same county. This prosecution, it is understood, is for the purpose of testing the law.

NEW ENGLAND.

Portland, Me.—The combined cargoes of four "tramp" steamers loaded with grain at this port recently will amount to nearly 700,000 bus. It is expected that the charters of two other steamers of this class, to load full cargoes of grain here, will be announced shortly.

NEW JERSEY.

Paterson, N. J.—The J. Quat Co., incorporated with capital of \$50,000; to deal in hay, grain, etc.

NEW YORK.

NEW YORK LETTER.

Export business is fair though of not nearly the volume as in preceding years.

The demand for oats is only fair, buyers still clinging tenaciously to their views of lower prices in the near future. The consensus of opinion, however, among the trade, is "they are going to be badly fooled."

W. H. Moore is named as special partner in the recent formation of the firm of Thos. J. O'Neill & Co., general commission merchants on the New York Produce exchange and the Chicago Board of Trade.

Very little new corn is arriving at this market. What there is arriving is of poor quality, too soft for milling purposes, and showing evidence that the recent rains have damaged the corn crop to no uncertain extent.

The carriers in their decision to continue the \$2 diversion charge point out that the charge is only made when the car is held at some point en route awaiting reconsignment orders. This involves they claim, special track facilities, extra switching delay, increased risk, etc. Where the diverting directions are received prior to the arrival of the car, no charge is made tho it involves considerable clerical work. They further substantiate their argument by a quotation from the similar ruling by the Interstate Commerce Commission, which follows: "The privilege of reconsignment is a thing of value to shipper and of expense to the carrier and therefore a charge may be made but the value and extent of that service vary and the charge should be in proportion to the service. A mere change in consignee must often involve additional clerical work and perhaps additional responsibility and we have concluded to allow \$1.00. If for changing the consignee the charge of one dollar be allowed, then the extra work of changing routing, destination, switching, detrainment of cars, holding them, yard switching and numerous other incidental services, should reasonably be worth \$2.00.

An unusual case in the bankruptcy court Nov. 11 was that of John Theodore Francis, a grain broker, formerly known as John T. Mug Francis (or Mug) filed a petition in bankruptcy with liabilities of \$17,388 and assets of uncertain value, consisting of shares of stock in the Dayton & Hamilton Gravel Road Co., Manhattan Yeast Co. and the Brown Car Coupling Co. He named only two creditors, Charles C. Ramey of Hackensack, N. J., \$600, secured by 20 shares of uncertain value of the Lafayette Hominy Mill Co., and the Bishop Hominy Co., of Sheldon, Ill., \$16,788, the purchase price, he says, of various carloads of meal and

grits delivered to him. An action is pending in the New York supreme court against Francis to recover \$16,788 by the Bishop Hominy Co., alleging that the relationship of principal and factor or agent existed between the parties, and that Francis is liable for conversion of the proceeds of the goods alleged to have been consigned to him as such factor. Francis was formerly of Louisville, Ky., and has been in business in this city since 1893, and known as Mug. In social circles uptown he is known as Mr. Francis. There was a John T. Francis sworn in as a juror in the United States district court recently, and a merchant in the court room remarked that he had always known him in business as Mug.—W.

BUFFALO LETTER.

B. J. Burns has opened an office in the Chamber of Commerce building under the firm name of the B. J. Burns Co., and will conduct a general grain business.

Receipts at Buffalo by lake show considerable increase as compared with last year. About 5,000,000 bus. have been received since Sept. 1 in excess of the same time a year ago.

Altho the receipts have been larger, the stocks of grain at Buffalo are only about two-thirds as large as last year. The movement has been very much better and there has been no perceptible car shortage.

George D. Montelius of Piper City, Ill., president of the Illinois Grain Dealers Ass'n; S. W. Strong of Pontiac, Ill., secretary of the Ass'n, and J. E. Collins of Garrett, Ill., one of the directors, were the guests of the Buffalo Corn Exchange on Nov. 8.

The coming of the new corn by rail has cut off lake shipments of corn, and the corn business will continue to be done all rail until next spring, as usual. Receipts at Buffalo all rail are coming in about the same as last year.

Fred E. Pond, secretary of the Corn Exchange, furnishes the following receipts of new corn by carload from Nov. 8 to Nov. 20 inclusive: 4 mixed, 6; sample mixed, 34; 2 white, 4; 3 white, 43; 4 white, 22; sample white, 8; 2 yellow, 1; 3 yellow, 107; 4 yellow, 67; sample yellow, 205, 515 cars.

The delay in lake business on account of the accident to the Poe lock will cost the port of Buffalo considerable traffic. The lake fleet will lose half a trip on the average, and there will be a great congestion at the Lake Superior eltrs. in trying to load all the grain that is sold to come down.

Grain receipts at Buffalo by lake this season, to Nov. 1, have been as follows: Wheat, 33,938,486 bus.; corn, 14,652,680; oats, 9,457,986; barley, 7,808,734; rye, 371,240; flax, 3,320,031; compared with receipts last year to same date as follows: Wheat, 36,462,533 bus.; corn, 12,431,186; oats, 6,836,963; barley, 6,868,906; rye, 494,794; flax, 6,389,682.

We succeeded Alder & Stofer Nov. 15. T. J. Stofer, mgr. of A. & S., will manage our Buffalo headquarters. We have branch offices in Indianapolis and Lafayette, Ind., and will handle consignments at all three places. We will do a general receiving and shipping business. Our officers are: W. W. Alder, pres.; T. J. Stofer, treas.; F. G. Heinmiller, sec'y.—The Alder Grain Co.

The Spencer Kellogg Co. has begun work on its new concrete elevator to take the place of the present wooden "B"

house. The new eltr. will be of 1,000,000 bus. capacity and will have an overhead bridge across the slip to the company's mill, so that in time the "A" house which is now used for flaxseed, can be either replaced or abandoned. The new structure is to be ready on Nov. 1, 1910.

The H-O Co. has been incorporated with capital of \$2,000,000 to manufacture cereals and deal generally in food products. This concern was first incorporated in 1883, acquiring the trade marks and proprietary rights of Edward Ellsworth & Co. of Buffalo. Receivers were appointed for the company in April of this year and since that time reorganization has been contemplated.

NORTH DAKOTA.

Horace, N. D.—The eltr. of the Monarch Eltr. Co. is closed.

New Rockford, N. D.—The Equity Eltr. Co. will reconstruct its eltr. here.

Gilby, N. D.—The eltr. of the Monarch Eltr. Co. is closed.—Fred Bye, agt. Andrews Grn. Co.

Mott, N. D.—Mr. Sattler of the Western Grn. & Eltr. Co. at Haynes, N. D., will erect an eltr. here.

Niobe, N. D.—The eltr. of the Winter & Ames Co. burned Nov. 6; fully insured; will be rebuilt at once.

Mott, N. D.—An eltr. of 40,000 bus. capacity will be erected here this fall for the Western Eltr. & Grn. Co.

Ellendale, N. D.—The Ellendale Grn. & Produce Co. will erect an eltr. of 30,000 bus. capacity at this station.

Rhame, N. D.—The Western Lbr. & Grn. Co., headquarters at Bowman, N. D., will erect an eltr. at this point.

Church's Ferry, N. D.—Farmers Eltr. Co. and the Heising Eltr. Co. have been repairing their houses.—Olof Carlson.

Cavalier, N. D.—The St. Anthony & Dak. Eltr. Co. closed its house here Nov. 1.—E. F. Hamilton, agt., McCabe Bros.

Grand Rapids, N. D.—The Andrews Grn. Co. did not open up its house this season.—H. J. Crist, agt. Monarch Eltr. Co.

Osnabrock, N. D.—The eltr. of the Northwestern Eltr. Co. is closed.—The Osnabrock Farmers Eltr. Co., Ole Lund, mgr.

Mapleton, N. D.—The eltrs. of the Acme Grn. Co. and the Gt. Western Eltr. Co. are closed.—Jas. A. Stanley, agt. Andrews Grn. Co.

Millers Spur sta., Bordulac p. o., N. D.—An eltr. has been erected here by the Tousley Eltr. Co., F. Tousley, agt.—H. E. Wicklund, agt. Atlantic Eltr. Co., Bordulac, N. D.

New Rockford, N. D.—The Equity Eltr. Co. is rebuilding its eltr. burned recently. In your issue of Oct. 25 that fire was erroneously credited to us. We have had none.—Farmers Eltr. Co.

Woburn, N. D.—The 30,000-bu. eltr. of Southall & Co., erected by L. O. Hickok & Son, was completed Nov. 1. It is equipped with an 8-h.p. engine, 100-bu. hopper scale, 6-ton dump scale.

Minot, N. D.—Seed contract money is now being collected and it is expected that the entire amount due on contracts in Ward county will soon be received. The contract given at the time the seed is furnished acts as a lien on the grain and must be paid before the farmer receiving the benefit can dispose of his crop.

Belfield, N. D.—David Coutts of Duluth has begun the erection of a 40,000-bu. eltr. here. A 10-h.p. gasoline engine, No. 5 Monitor Cleaner, 1,500-bu. Sonander Automatic Scale, Burrell Manlift and a dump scale will be installed. T. E. Iberson is the builder.

Taylor, N. D.—The new eltr. completed Oct. 25 for the Farmers Eltr. Co., by L. O. Hickok & Son, is of 40,000 bus. capacity. It is equipped with 2 stands of eltrs., 20 h.p. gasoline engine, 6-ton dump scale, 100-bu. hopper shipping scale, Willford No. 1 Feed Mill and Philip Smith Manlift.

Sweetbriar, N. D.—The new eltr. of the Farmers Eltr. Co., was completed Oct. 1 by the contractors, L. O. Hickok & Son. The house is of 35,000 bus. capacity and is equipped with a 10-h.p. gasoline engine, 100-bu. hopper scale, No. 5 Monitor Cleaner and manlift; exterior siding and roofing are of galvanized iron.

Bordulac, N. D.—The Ransom County Immigration Co. has leased the eltr. owned by the Carrington & Cacy Land Co., and formerly occupied by Roach & Ferguson, and keep it open just long enough in the fall to handle grain from its own farms. Farmers Eltr. Co. has succeeded W. H. Sutherland.—H. E. Wicklund, agt. Atlantic Eltr. Co.

Fargo, N. D.—Grain shippers thruout the state have been warned by State Grain Commissioners H. O. Brown and J. T. Clifford, whose headquarters are at Minneapolis, that they should be very careful in loading cars for terminals and see to it that cars are properly coopered and evenly loaded. They are also advised that cars should not be loaded with two or more distinct grades of grain.

Casselton, N. D.—The first carload of corn ever shipped from North Dakota, so far as is recalled by grain men, was sent from this city a short time ago to Minneapolis. This state, which has been the leader in the production of flax, and has run a close annual race in wheat production, has been considered too far north for corn, except the fodder varieties raised for farm consumption. Of recent years, however, the Red River valley has raised some corn of high grade merchantable quality and while North Dakota, in the opinion of experts, never will figure in competition in corn with the great corn producing states, it may be expected hereafter to contribute its annual corn shipments to the markets.

OHIO.

Rex, O.—Cars are getting scarce.—H. J. Brubaker.

Cygnnet, O.—L. B. Einsel has succeeded Geo. Fry & Son.

New Moorefield, O.—Yeazell & Baldwin have succeeded J. W. Yeazell.

Gomer, O.—Wm. J. Edwards & Son, of Elida, O., are building an eltr. here.

Melvin, O.—Pendrey & Custis have succeeded Hiatt & Custis.—Pendrey & Custis.

Santa Fe, O.—There is a scoop shoveler here; only regular dealer is A. G. Boogher.

Maplewood, O.—Grain cars are hard for us to get.—J. C. Wones, Maplewood Eltr. Co.

Bellvue, O.—Chas. D. Smith has succeeded Smith Hay & Grn. Co.—Chas. D. Smith.

Monroeville, O.—The Buckingham Grn. & Seed Co. is out of business here.—M. J. Baker.

J-M Asbestos Roofing in Good Condition After 24 Years' Service

In letter to A. P. Russell & Co., Buckhannon, W. Va., the Newlon Foundry & Machine Co., of Grafton, W. Va., state:

"Referring to your communication of June 5th to Mr. E. E. Fuller, of Wheeling, W. Va., regarding the length of time the H. W. Johns-Manville Asbestos Roofing was in service on the Grafton Gas and Electric Light Co.'s plant of this city, would advise that the writer put it on in 1884. It was taken off this last spring—MAKING TWENTY-FOUR YEARS IT WAS ON THE BUILDING. It was in very good condition when removed being taken off for improvement."

J-M ASBESTOS ROOFING is practically indestructible, because made of an indestructible material—ASBESTOS. Its first cost is its only cost. Requires no coating or painting.

Write nearest branch for catalogs.

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Scales in Boiler Costs Money

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1/16" requires 12% more fuel.
1/8" requires 30% more fuel.

Prevent it by trying at our expense with "International."

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against losses and worries occasioned by leakage in transit.

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The original and only successful and reliable machine on the market. The very best money can buy.

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More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information

Sidney Elevator Mfg. Co.

SIDNEY, OHIO

Forest, O.—G. Ash & Son have succeeded Douglas & Ash, merchant millers.

Moffitt, O.—The Moffitt Grn. Co. recently installed a six-roll feed mill.—L. A. Gephart.

Peoria, O.—A scooper is operating at this point and at Newark Sta. (Okeana p. o.), O.

Hooker, O.—Only regular dealer here is G. W. Lamb; scoopers are at work at this station.

Wengerlawn, O.—Williams & Wismer have succeeded Lynch & Wismer.—Williams & Wismer.

Bainbridge, O.—Scoop shovellers are operating here; only regular dealers are M. Worley & Sons.

Outville, O.—A Kirkersville (O.) scooper is at work here; only regular dealer is Burton Cain.

Portsmouth, O.—The Scioto Hominy Co. has succeeded the Scioto Cereal Co.—The Scioto Hominy Co.

Mt. Gilead, O.—U. J. Cover is not in the grain business here any more; we bot him out.—Wagner Bros.

Maplewood, O.—L. W. Baker & Co. are not in the grain business here any more.—Maplewood Eltr. Co.

Patterson, O.—A scooper is disturbing the local trade; only regular dealer here is Sneath-Cunningham Co.

Laurelville, O.—Scoop shovellers are operating here; only regular dealer is the Laurelville Grain & Mill Co.

Pleasantville, O.—Scoopers are operating in this market; only regular dealer is the Pleasantville Mill Co.

Cavett, O.—I have not bot an eltr. at this place; I had my house leased and now have it back.—E. C. Fisher.

Cedarville, O.—Scoopers are operating here; only regular dealers are D. S. Ervin Co. and Kerr, Hastings Bros.

Lancaster, O.—Scoop shovellers are at work here; only regular dealers are A. Deeds & Sons and Graham & Black Co.

Agosta, O.—The Brady Grain Co. of Payne, O., is scooping oats here, paying 2 to 3 cents more than the stuff is worth.

Curtice, O.—A scooper is operating at Williston, O., 1½ miles east of this point; only regular dealer here is H. G. Dehring.

Belle Center, O.—A scoop-shoveler is making trouble here on the Big Four. The only regular dealer is Jos. Timmons.

Bowling Green, O.—A scooper is making trouble in this market; the only regular dealer is the Royce & Coon Grain Co.

Toledo, O.—Harry Cuddeback severed his connection with H. W. Devore & Co. Nov. 1, and is now in business for himself.

Troy, O.—Fish Bros. have succeeded Beedle & Makepeace; J. B. Hurst & Sons are not in the grain business.—Edwards Bros.

New Lexington, O.—H. A. Lowe has succeeded the Purvis Mill Co.; J. H. Martin has quit the grain business.—H. A. Lowe.

Holgate, O.—A scooper, from Tiffin, O., is operating in this market; only regular dealers are Morrisson & Thompson Co., S. L. Snyder & Co., and Travis Emmick Co.

Malinta, O.—The Morrisson & Thompson Co. of Kokomo, Ind., has sold its eltr. here to the Toledo Grain & Mfg. Co., Toledo, O., possession to be given immediately.

Mark Center, O.—A grain concern of Cecil, O., is doing a scooping business here; only regular dealer is the Square Deal Eltr. Co.

New Bremen, O.—The Bakhaus & Kuenzel Co. is the present style of the former firm of Bakhaus & Kuenzel.—The Bakhaus & Kuenzel Co.

Milton Center, O.—Henry Hartman owns the mill and eltr. operated by me last spring; I am out of the grain business.—R. Keys Shirey.

Leesburg, O.—R. P. Barrett has bot the eltr. and grain business of Geo. Henderson, who has retired from the grain trade.—The Dewey Bros. Co.

Rawson, O.—Ohio Hay & Grain Co. and Chas. Watson are no longer in business here. Arnold & Co. is a new firm in this market.—Arnold & Co.

Montpelier, O.—We have taken over the business of W. E. Riley and F. H. Stewart and are now only dealers here.—S. S. Earhart Grain Co.

Kileville, O.—Fred Kile has succeeded to the business of his brother, W. T. S. Kile, whose death occurred here recently.—Thos. M. Latham & Son, Amlin, O.

St. Paris, O.—Two scoopers are disturbing local trade; only regular dealers here are Myers & Bentzille, Duncan & son, McMorran Bros. Co. and G. H. Baldwin & Son.

Blanchester, O.—Scoop shovellers are operating here, same concern that operates at Lynchburg, Martin and Pleasant Plain; only regular dealer here is the Dewey Bros. Co.

Uniopolis, O.—The Rinehart Grain Co. is covering its house with galvanized steel; drop sidings failed to keep out water; also have added a cement coal dock, 60x20.—F. J. Rinehart.

Landeck Sta., Delphos p. o., O.—C. C. Laman has bot the business of C. E. Young; the buyer formerly owned an eltr. at Middle Point, O. Louis Schimmoeller, who has been mgr., will continue in charge.

Fremont, O.—A scoop shoveler is operating here to the detriment of the regular dealers, Fremont Eltr. Co., Gottron Bros., Union Eltr. & Supp. Co., W. A. Cox, Geo. E. Sommers and Wolfe Bros. Eltr. Co.

Weston, O.—Mr. Baldwin, who bot the eltr. of the Paddock-Hodge Co., is operating the house under the firm name of Baldwin & Dirk, who have been doing a very large business since taking possession.

East Liberty, O.—The Rinehart Grain Co. has overhauled all machinery in its eltr. and now has the house in first-class condition; it has added a cement coal dock, 60x20.—F. J. Rinehart, Unionopolis, O.

Montpelier, O.—The S. S. Earhart Grain Co. now has both eltrs. here; it owns the eltr. formerly belonging to W. E. Riley and has leased the house that I operated. Lease runs until July 1, 1910.—F. H. Stewart.

Ada, O.—Edward Smith, a brother of A. B. Smith of the City Mills, has bot the grain and coal business of Stemple Bros. Sale includes warehouse and eltr. J. L. Stemple will continue in the hay and stock business.

Ross, O.—Our main office is at this point and we operate houses at Fernald Sta. (Shandon p. o.), Okeana, Peoria and New Bath Sta., all in Ohio on the C. C. &

L. R. R. We have no branch at Shandon, O.—Wiley Mill & Eltr. Co.

Brookville, O.—After six months' existence the Rollman-Long Eltr. Co. has been dissolved. Mr. Rollman will remain in charge of the eltr. at Brookville, while Mr. Long will take charge of the house at Dodson (Brookville p. o.), O.

Burkettsville, O.—Mr. Earhart of the S. S. Earhart Grain Co. has bot the eltr. of W. E. Riley at Montpelier, O., and is now located there. I bot an interest in this house and am general manager.—C. C. Corwin, S. S. Earhart Grain Co.

Collinsville, O.—A former partner in the firm of Shellabarger & Garrett, the only regular dealers here, has been shipping some corn from this point on bids received by him from receivers who are unaware that he is not a regular dealer.

North Hampton, O.—It was erroneously stated in this column, in the issue for Nov. 10, that we had been succeeded at this point by D. C. Brand. Our plant is not in the market at any price at present; we shall continue in business at this place as heretofore.—Hockman & Collier.

Ansonia, O.—The Versailles Grain Co., of Versailles, O., and C. E. Harmony of this place, are now operating the eltr. formerly owned by Marshall & Harmony here. Change took effect Nov. 1. Business is conducted under the firm name of Ansonia Grain Co.—Versailles Grain Co., Versailles, O.

Cincinnati, O.—Chas. B. Murray, superintendent of the Chamber of Commerce and editor of the *Price Current*, is reported seriously ill. During the summer he suffered an injury to his spine in a fall and for some time has not been in robust health. It is believed he will not again take up active work. Mr. Murray is 72 years old.

Elmwood, O.—Mrs. F. S. Hanley, wife of F. S. Hanley, grain dealer here, died suddenly a short time ago. Had she lived 49 days longer they would have reached the fiftieth anniversary of their marriage. General sympathy is extended Mr. Hanley in his bereavement. This couple had gotten thru the rough waters of life into smooth sailing when death separated them.

Toledo, O.—In order to facilitate the prompt handling of grain and seed it is necessary that the same be promptly inspected on arrival. Some of the railroads insist on the enforcement of the clause in B/L not permitting inspection unless same is stated on B/L or given in writing by the shipper. Don't forget to write "Inspection permitted" on all bills for grain or seed.—*Toledo Market Report*.

Cincinnati, O.—A compromise was reached on Nov. 15 between the grain interests of the Chamber of Commerce and the board of directors in the difference over the revised rules for the official weighing bureau. The settlement was reached by a joint committee from the board and the trade. The new rules will become effective Dec. 1. The directors of the chamber ratified the settlement.

Cleveland, O.—The offices of the Rex Commission Co., an alleged bucketshop concern, were raided here by county officials Nov. 16, and the accounts of the company's local branches and those operated at Pittsburg, Syracuse, Mansfield, O., and other cities, were seized. Warrants for Harry Rex, Charles Wakefield and others were in the hands of the officials, but the occupants of the offices had disappeared a short time before the raid.

The deals of the company, it is declared, amounted to millions annually.

Piqua, O.—The Harry W. Kress Co. has been incorporated by himself, J. F. Coppock, G. M. Pepper, A. S. Clouse and M. W. Miller, with \$50,000 capital stock, to carry on his track buying business on a larger scale and with as many Ohio and Indiana shippers interested as care to purchase shares. Not more than 4 shares at \$50 each will be allotted to one eltr. Harry's idea is that shippers being equal owners of stock would naturally favor the company.

Receipts of clover seed at Cincinnati during Oct., 1909, were 2,339 bags; timothy seed, 10,090 bags, other grass seeds, 27,018 bags; compared with following receipts during Oct., 1908: clover seed, 4,756 bags; timothy seed, 10,848 bags; other grass seeds, 12,689 bags. Shipments during Oct., 1909, were: clover seed, 3,272 bags; timothy seed, 4,554 bags; other grass seeds, 10,309 bags; compared with shipments during Oct., 1908: clover seed, 2,664 bags; timothy seed, 4,534 bags; other grass seeds, 14,837 bags.—C. B. Murray, sup't, Chamber of Commerce.

Cincinnati, O.—Receipts of grain at this market during Oct., 1909, were as follows: Barley, 114,610 bus.; corn, 500,316; oats, 644,752; rye, 107,318; wheat, 498,913; compared with receipts during Oct., 1908, as follows: Barley, 186,252; corn, 499,479; oats, 584,863; rye, 59,108; wheat, 472,072. Shipments of grain during Oct., 1909: Barley, none; corn, 306,400 bus.; oats, 457,348; rye, 25,598; wheat, 474,016; compared with shipments during Oct., 1908: Barley, 3,000 bus.; corn, 264,468; oats, 210,678; rye, 27,018; wheat, 417,750.—C. B. Murray, sup't, Chamber of Commerce.

Cincinnati, O.—Miss May Wolfe and Miss Laura Wasson, two young women who recently have attracted attention to themselves as successful operators in the grain section of the Chamber of Commerce, have been barred from the floor. This action was taken by the directors of the Chamber Nov. 15. By a peculiar coincidence both of the young women were forced to the floor of Change by the illness of their employers. Miss Wolfe is employed by James A. Loudon, 85 years old, the oldest living member of the Chamber. During Mr. Loudon's illness last summer Miss Wolfe took up his work and has continued in it. Miss Wasson is the daughter of B. W. Wasson, who also has been ill and whose business interests have been looked after by his daughter. "I think it's a shame," said Miss Wolfe, "that we are not allowed to help our employers. There are few grain men on the floor who do not have clerks and assistants coming to see them every day, just as I have been doing for Mr. Loudon and as Miss Wasson has been doing for her father, who is ill. It's wrong to bar us because we are women. If we are successful in business why should we be denied the right to make a living in business? I had the permission of President Roth and Superintendent Murray to come on the floor. If we are there in an irregular manner it can quickly be rectified by securing the necessary clerk's certificate, or maybe I will apply for full membership." Officials of the Chamber are non-committal on the subject.

OKLAHOMA.

Burlington, Okla.—The Thomas Mlg. Co. has bot the Ingersoll Mill & Eltr. Co. plant at this point.

Arapahoe, Okla.—Arapahoe Mill & Eltr. Co. has increased its capital stock from \$10,000 to \$25,000.

Oklahoma City, Okla.—The new manager of the Darrah-Robb Grain Co. of this city is D. O. Green, formerly connected with E. R. & D. C. Kolp.

Oakwood, Okla.—William Timmons of this place has been suspended from the Oklahoma Grain Dealers Ass'n for refusing to abide by the rules in adjusting differences.

Enid, Okla.—Our arbitration committee will be called to meet some time between Dec. 1 and 10 in Oklahoma City.—C. F. Prouty, secretary Oklahoma Grain Dealers Ass'n.

Verdigris, Okla.—Union Grain Co. has no agent here now; we are going to enlarge and remodel our eltr. at this place and install all new and larger machinery.—Challburg Bros.

Enid, Okla.—New members of the Oklahoma Grain Dealers Ass'n: T. F. McGraw Grain Co., successor to Miller & Armstrong, Newkirk, Okla.; Saunders & Briggs, Purcell, Okla.; R. L. Brown, Temple, Okla.; Stephenson Grain Co., Enid, Okla.; J. J. Brown, Temple, Okla.; Thomas & Good, Carnegie, Okla.; Temple Mlg. Co., Temple, Okla. Dropped from membership list: Garfield Co. Mlg. Co., Enid, Okla., sold to Enid Mill; Dorsey Grain Co., Fort Worth, Tex., withdrawn; Prague Mill & Eltr. Co., burned and will not be rebuilt.—C. F. Prouty, secretary Oklahoma Grain Dealers Ass'n.

OREGON.

Lafayette, Ore.—P. A. Bates died some time ago.

Imbler, Ore.—We have built an addition on both sides of our warehouse, making it 94 ft. wide and 200 ft. long. We have two other warehouses here.—Ed. E. Kiddle, manager, Imbler Flouring Mill Co.

PENNSYLVANIA.

New Franklin, Pa.—Harry Stamey of Duffield, Pa., has bot and will operate the eltrs. of the New Franklin Eltr. Co.

Pittsburg, Pa.—The Grain & Flour Exchange will increase its grain inspection fee Jan. 1 from 25 to 35 cents. A weighmaster to conduct the new weighing department will be named by the directors at their December meeting.—J. A. A. Geidel.

PHILADELPHIA LETTER.

The Retail Feed & Grain Dealers Ass'n has re-elected its old officers. It has a membership of 200.

Everyone on 'Change is kicking over the uncertainty of filling prompt orders for grain here on account of the cry thruout the West of "car shortage."

The oat men predict a firm market in future trade at steady rates which are likely to continue thruout the season and until spring sets in. Holdings in this vicinity are light and trade is getting into good shape.

New corn of all kinds is mighty scarce yet, and the dribblings which are arriving from nearby points, the southern border and Middle West, mostly for home trade, are said to be damp and in unsatisfactory condition, old yellow corn in car lots, ranging from 70½ to 72½c per bushel and new yellow from 63 to 66c.

Dealers all complain of the quality of the corn especially which is coming into the market. In general it is admitted

CYCLONE BLOW PIPE CO.

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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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SAVED PER WEEK
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The

"1905" CYCLONE



Saves one half the power
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Manufactured Exclusively by

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regular country shippers
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that it is much poorer than last year. At best it is decidedly irregular in quality and dealers do not know either what to expect or what to promise their customers. The very early frost cut off Ohio corn so that it did not ripen and is therefore green and easily heated. Several cars which have struck Pittsburgh this week are heating bad and some of the corn will have to be taken out and redried. Ohio corn seems to be worse in this respect than that from other states, but as the bulk of present arrivals are from Ohio this does not relieve matters a great deal. On the other hand, Ohio oats are better than last year, especially in the matter of weight. Michigan oats are also heavier, but they are badly stained and are causing considerable trouble for dealers.

The decision of the Trunk Lines Ass'n to disregard the protest of all the eastern grain exchanges, and particularly that of the Commercial Exchange of this city, against the reconignment or diverting charges of \$2 per car was somewhat of a disappointment to many of the prominent grain receivers here, altho there was an element on the grain floor that was quietly throwing obstacles in the way, and thousands of cars of grain have been turned over for some time for shipment over transportation lines that were regarded as most friendly. In reaching the decision the Trunk Lines Ass'n found it necessary to crawl behind the coat tails of some of the members of the Interstate Commerce Commission to bolster up their cause. The Commercial Exchange will not give up the fight and Pres. Scattergood, Chairman Richardson and others are strongly in favor of making a test case of the whole subject, and have a higher and final ruling before the matter will be dropped.—S. R. E.

PITTSBURG LETTER.

Herb Brothers & Martin are doing a very nice business and are satisfied that next year is going to bring prosperity.

Hardman & Heck complain much of the irregularity in the quality of corn receipts. Ohio grain is badly off standard and it is hard to gauge the market at either end of the line on this account. Their report shows that oats are in good quality and are coming in in fair condition.

James Graham & Son have this to say of the local market: "Pittsburgh must come up or the West must come down." They complain that at present it is possible to buy grain in Pittsburgh practically as cheap as they can ship it in from the West.

R. D. Ellwood & Co., who have been fourteen years at one place, have taken a very handsome suite of rooms in the new Second National Bank bldg., which will be ready next spring. They report trade good and prices fair, but no eltr. room to be had.

G. C. Jaeger of J. W. Smith & Co. has returned from quite an extensive trip through the West. He reports grain conditions out there very strong. Prices in fact are so high that the Pittsburgh market is out of line and shipments are going farther east.

The old McCance block at Smithfield and Liberty, which used to be a regular rookery for grain firms, will soon be deserted. The only one of the old firms remaining there is J. W. Smith & Co., who are considering moving to the Wabash building in the spring.

The Morton Grain & Hay Co. announces that business is good and receipts medium. Elevators here are full. Much more grain is in stock here than last year at this time, which they believe indicates a steady return of prosperity. This firm has fine offices at its eltrs. and may possibly move its entire business there in the spring.

The grain interests of Pittsburgh will be centered in the Wabash bldg. after next April. The Grain & Flour Exchange has secured the entire seventh floor, a large part of which it will occupy with its own business. Other concerns which have practically decided to go along are J. W. Smith & Co., Herb Brothers & Martin, Geidel & Dickson, C. A. Foster, H. G. Morgan & Co., and the Clark Grain & Hay Company. McCogue & Co. will move from Tenth and Penn to the Second National Bank building at Ninth and Liberty.

There will be doings a-plenty at the Elks Club House on Cedar avenue, North Side, the night of December 14th, all of which means that the Grain and Flour Exchange will hold its fourth annual banquet under the Elks' roof. The local committee which is shaping up the good time is composed of John Dickson, Elmer Guyton and Robert Austin. D. G. Stewart will be toast-master and a number of good speakers are being secured for the evening. The banquet will be an elaborate affair, after which a first class amateur minstrel show will furnish abundance of merriment for the remainder of the evening. The previous annual gatherings of the Exchange have been remarkably successful and a large attendance is anticipated at the coming event.

The volume of business being done in this market is increasing daily and all dealers report excellent prospects for a prosperous year in 1910. The 1909 totals will no doubt exceed those of 1908 in spite of the dull six months period at the beginning of the year. Shippers are inclined to take advantage of the threatened car shortage as an excuse for delayed shipments. Very little trouble with cars has been experienced so far, however, on most lines. The shortage, as affecting the Pittsburgh market, is chiefly confined to the B. & O., C. & O. and the Western Maryland, the latter two of which are not heavy grain carrying lines for this market. Offerings of wheat from country dealers are rather light for the season and farmers seem to be unwilling to take any decline from new high records.

The Pittsburgh Grain & Flour Exchange is decidedly more active than it has been for several years. This means that a larger proportion of the members are attending the daily sessions and making their deals through the Exchange. Interest of late has been keen. The limit of membership has not been reached, but the rules of the Ass'n practically have held the number of members down to 71, its present total, for some time. This is done because the Exchange membership privileges are now worth from \$350 to \$400 each and there are only 71 of them out. The Exchange, whose president is J. A. A. Geidel, thinks it good policy to hold up the cash value of these membership privileges and has therefore decided not to issue any more at present. There are numerous applications for membership on file, but every one of the 71 places has been filled for some time.

Two things are worrying Pittsburgh dealers at present, although neither is a serious proposition. One is the shortage of elevator space in Greater Pittsburgh and the other is the bad condition of grain coming in. Local elevator space is at a premium and very little storage space of any kind is available. Many of the houses have special bin stuff in quantity which, taken in connection with the required working space, leaves them little or no room for more wheat. Millers have searched the country pretty carefully for eltr. space, but have been unable to find any relief. For the past two weeks there has been a strenuous call for storage for all kinds of grain and it's a pretty sure thing that a large eltr. in this vicinity would mean a financial harvest for the man who has the nerve to build it. Pittsburgh is not essentially a storing point, but the growing need of space due to the big strides which local firms have made in wholesale business during the past five years is one of the most trying demands of the Greater City at this time. Sites have been optioned several times ostensibly for this purpose.—P.

SOUTH DAKOTA.

Farmer, S. D.—The new eltr. of C. G. Dunn is completed.

Philip, S. D.—The Philip Millard Eltr. Co. has been organized here with capital of \$25,000.

Scotland, S. D.—F. L. Wheeler of this place is erecting an eltr. at the new town of Nysberg (no p. o.).

Sioux Falls, S. D.—Nyrum E. Phillips of this city has been appointed state warehouse and scale inspector to succeed C. W. Henry.

Lennox, S. D.—I have bot the eltr. of the Reliance Eltr. Co. and will buy for myself from now on; I have resigned from Shanard Eltr. Co. and E. H. Meers has taken my place buying for them.—Jerry Von Bockun.

Andover, S. D.—Our company has handled about 200,000 bus. of grain to Nov. 9; will easily get 100,000 more before the close of the season. Our business has increased to such an extent that we will have to enlarge our plant before another year to accommodate our patrons.—O. G. Newcomb, mgr. Farmers Eltr. Co.

SOUTHEAST.

Norfolk, Va.—The Chesapeake & Ohio Railroad will erect an ironclad grain warehouse at this point.

TENNESSEE.

Kenton, Tenn.—The plant and machinery of the West Tennessee Grain Co. are being torn down preparatory to removal to Memphis.

Nashville, Tenn.—The Board of Trade has sold its building here which will necessitate removal of the Nashville Grain Exchange which occupied it. The building is to be converted into a theater.

Memphis, Tenn.—Union Eltr. Co. has subleased the plant formerly operated by J. F. Mulhern. The company will do no grain business, but will confine itself to transfer and some storage business.—J. T. Morgan, secretary Union Eltr. Co.

Memphis, Tenn.—J. B. Horton & Co. have purchased the full interest of L. W. McCord in the former business of McCord & Horton and will now operate under the name of J. B. Horton & Co. This purchase includes Mr. McCord's interest in our wholesale grain business and in the Merchants Eltr. as well, which eltr.

now is owned and operated by us.—J. B. Horton & Co.

Memphis, Tenn.—We have engaged in the carload grain business at this point and will handle hay, grain, oats and by-products. Our Mr. West was connected with the old firm of Wisner & Co. for a number of years and later with Webb & Maury, whose employ he left to enter that of McCord & Horton, as superintendent in each instance.—J. C. West & Co.

Nashville, Tenn.—The Central Eltr. & Warehouse Co. has bot the eltr. of the defunct Kendrick-Roan Grain Co. The company already has a 400,000-bu. plant in this city and will use the newly acquired house, which has capacity of 200,000, as a branch. The deal for the eltr. was closed with Receiver E. C. Hawkins of the bankrupt concern. The pres. of the Central Co. is Harry H. Hughes and Albert Rothschild is sec'y and treas.

TEXAS.

Vernon, Tex.—The Cox-Campbell Grain Co. has been dissolved.—J. A. Cox.

Fuqua, Tex.—The Kirby Lumber Co. is erecting the third grain house it has built at this point; two were burned.

El Paso, Tex.—El Paso Grain Co. has filed an amendment to its charter increasing its capital stock from \$6,000 to \$12,000.

Winters, Tex.—Winters Mill & Eltr. Co., incorporated; capital stock, \$6,000; incorporators, J. H. Burnet, G. M. Brown and J. A. Griffiths.

Dublin, Tex.—The feed and grain warehouse of Utterbeck & Harris was burned Oct. 30. A large quantity of grain and hay was consumed; loss about \$3,500, no insurance.

Fort Worth, Tex.—A branch office has been opened in the Wheat building by J. Sidney Smith & Son of Kansas City; T. C. Dick, well known in the grain trade, has been placed in charge.

San Antonio, Tex.—A part of the 100,000-bu. shipment of corn to Mexico from the Armour Grain Co., Chicago, recently passed thru this city. The contract price for this corn, it is said, is \$1.56 per bu., Mexican.

Beaumont, Tex.—Josey Miller Grain Co. has filed suit against the Texas Grain & Eltr. Co. of Fort Worth for \$7,600, alleging that defendant shipped plaintiff Oklahoma corn on Oklahoma billing instead of Texas corn on Texas billing, which would have allowed plaintiff a milling in transit rate. It is also alleged shipment was short, and furthermore, was not up to grade.

Texas City, Tex.—It is authoritatively stated that the Texas City Transportation Co. has just closed a contract for the erection of a 500,000-bu. eltr. at its terminals here. The cost, it is said, will be \$300,000. It will be connected with the large pier by conveyors. The eltr. will become a part of the terminals now being built by this company at a cost of about \$2,000,000. The completed system may be in operation within the next year.

Fort Worth, Tex.—The E. G. Rall Grain Co. of this city has been granted a verdict against the A., T. & S. F. R. R. for \$4,500 damages. The suit resulted from alleged delay by the railroad company in delivering grain shipments. The case was tried in federal circuit court at Independence, Mo. It is believed the suit has established a precedent for grain companies who have in the past lost thousands of dollars by giving little attention to just railroad

claims. At least this is the opinion vouchsafed by the company's attorney, E. P. Fletcher.

Galveston, Tex.—Grain exporters are interested in a suit brot by Marsene Johnson, of Galveston, against the Southern Pacific Railroad Co. and the Southern Pacific Terminal Co. The suit seeks the annulment of a lease said to have been granted by these companies to J. Rosenbaum Grain Co. to the exclusion of J. Sidney Smith & Son of Kansas City. Representatives of the Interstate Commerce Commission, in session at Kansas City a few days ago, heard the case. According to the allegations in the complainant's bill the railroad and the terminal company own a large eltr. at Galveston which was leased to the J. Rosenbaum Grn. Co. for about a year to the exclusion of other grain exporters. According to Mr. Johnson, who was in Kansas City prosecuting the suit, the sole use of this eltr. gives the Rosebaum people advantages not enjoyed by other eltr. operators in Galveston.

WASHINGTON.

Ritzville, Wash.—J. M. Bennington, a merchant of this city, is in the Spokane county jail awaiting trial on numerous charges of forging warehouse receipts to the amount of \$52,600.

Seattle, Wash.—It is believed the Great Northern road's new branch, known as the Waterville-Wenatchee line, in Douglas county, eastern Washington, which was opened to traffic a few days ago, will bring between 1,750,000 and 2,000,000 bus. of grain into the Seattle market.

Spokane, Wash.—Steel storage tanks, believed to be fireproof, proved their inefficiency in a fire Nov. 7, which destroyed the plant of the Centennial Milling Co. in this city. In the three tanks, which were not insured, was stored 105,000 bus. of wheat on which the insurance was about half, the wheat being valued at \$94,500. Under the intense heat the tanks buckled, the seams spread and 50,000 bus. of the wheat streamed into the river over which the tanks were erected. The remainder of the wheat was ruined by heat and water. Nothing was saved except office furnishings. The total loss on the milling plant is \$208,500, of which all but \$50,000 is covered by insurance. Temporary quarters will be established by the company. Plans for rebuilding were considered at a meeting held a few days ago.

WISCONSIN.

New Salem, Wis.—A new eltr. will be built here by A. F. Dietz & Son.

Kilbourn, Wis.—Kilbourn Milling & Cereal Co., incorporated with capital of \$20,000; incorporators: L. W. Coapman and others.

Maplewood Sta., Sawyer p. o., Wis.—An eltr. of 15,000 bus. capacity has just been completed here for W. Seyk of Kewaunee, Wis., by C. E. Bird & Co.

Manitowoc, Wis.—An eltr. costing \$50,000 will be erected by Wm. Rahr Sons' Co. as an addition to its malting plant which will bring it up in size equal to the largest of its kind in the Northwest.

Fond du Lac, Wis.—The Fond du Lac Malt & Grn. Co. has been reorganized with capital of \$100,000 and will soon resume active operation. The starting up of the plant, it is believed, will give an impetus to the local grain market which will redound to the benefit of growers and dealers in this vicinity.

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GRAIN DEALERS COMPANY

255 La Salle Street
CHICAGO, ILL.

Lena, Wis.—We had to check the receipts of peas, and other grain, for a few days, on account of one of our eltrs. giving way near the foundation. Had nearly 25,000 bus. grain, mostly peas, in this eltr. which was rather heavy for the building. Receipts of grain have been big this fall. Am getting peas from all over our county, Oconto, and part of Marinette county, as far as Wausaukee and Amberg. Expect to ship over 100 cars of peas from this station this season. Oats and rye are coming in quite freely and, everything considered, business is first-class.—J. N. Bassett.

Green Bay, Wis.—The W. W. Cargill Co., hereafter will be known as the Cargill Eltr. Co., and its state headquarters will be located in this city. Since the death of W. W. Cargill the general offices of the company have been transferred to Minneapolis. The local offices will be run independently, the books and other records which have been held and taken care of at La Crosse having been transferred to the Green Bay offices. Charles W. Quackenbusch, who recently was appointed mgr. to succeed Walter B. Gueinzus, announces that the local office force will be increased.

Superior, Wis.—Car service for grain shipments in North Dakota was the topic discussed by Inspector J. E. Kernan of this city, North Dakota's representative on the Wisconsin warehouse commission, at a recent meeting held by the North Dakota board of railroad commissioners at Minot. The subject of the condition of cars furnished for loading and their condition upon their arrival at terminals was also taken up. Mr. Kernan states there is a marked improvement in the condition of the cars this year over that of previous years, and reports that the Wisconsin commission has been enabled by its new series of blank books and report cards to keep an accurate record of each car from the time of its arrival in the ward at Superior until it is unloaded. Any defect in the car which causes a loss of grain is marked on a diagram and is made a permanent record so that the shipper may know exactly the condition which caused his loss in weight if he has suffered any.

MILWAUKEE LETTER.

Receipts of flaxseed at Milwaukee for the month of Oct., 1909, were 104,490 bus.; of timothy seed, 928,065 lbs.; clover seed, 1,360,127 lbs.; compared with receipts during Oct., 1908, as follows: flaxseed, 114,480 bus.; timothy seed, 876,115 lbs.; clover seed, 1,380,531 lbs.—H. A. Plumb, sec'y Chamber of Commerce.

Eight hundred jacks were necessary to raise the eltr. of the Pabst Brewing Co., recently shifted from its position by an explosion at the plant. After raising the immense bulk to a height of 4 feet work on replacing the foundation was begun. Upon completion of this work the house will be shifted back on rollers to its original position.

The salvage of grain from the eltr. of the Franke Grn. Co., burned Oct. 28, was bot by Brooks Bros. of Minneapolis. It consisted of about 30,000 bus., the damage being chiefly from water. The eltr., which was owned by the Pfister & Vogel Leather Co., was so badly damaged that it will be torn down as it was found impossible to rebuild it.

Grain rates equal in proportion to those given to Chicago shippers by the C., M. & St. P. and the C. & N-W. roads have been won by the Chamber of Commerce,

as recently announced by the directors of that organization. The concession, it is said, was made voluntarily by the roads concerned. Milwaukee and Chicago will now pay the same rates.

Grain receipts at Milwaukee during the month of Oct., 1909, were as follows: wheat, 1,541,600 bus.; corn, 360,800; oats, 1,020,000; barley, 2,586,800; rye, 163,000; compared with receipts during the same month in 1908 as follows: wheat 1,561,000 bus.; corn, 150,000; oats, 2,036,800; barley, 1,928,800; rye, 178,200. Stocks of grain on hand Nov. 20: wheat, 425,802 bus.; corn, 54,052; oats, 664,425; barley, 84,242; rye, 36,591.—H. A. Plumb, sec'y Chamber of Commerce.

Frank E. Crandall, of Mankato, Minn., has been admitted to membership in the Chamber of Commerce—the only member admitted since Nov. 1; four memberships have been transferred—F. R. Morris, F. W. Haseltine, R. W. Dillon and George A. Curry, the last three to members, under the provisions of the new rule adopted Nov. 5, permitting the transfer of memberships to members, to be then known as "additional memberships." Applicants posted for transfer are A. M. Kayser, W. G. Kellogg, Milwaukee; and J. W. McGraw, Chicago.—H. A. Plumb, sec'y.

At a special election of the Chamber of Commerce held Nov. 5 a special amendment was adopted which is of importance to members who may desire to hold more than one membership. Under the old rule a member owning more than one membership was forced to allow any such additional memberships to be placed in another's name, which would be subject to claims in case of transfer. The rule just put into effect permits a member to have these additional memberships transferred to his own name without the payment of the usual fee for such transfer, and he may thus hold them without risk. The new rule will also operate as a protection to the gratuity fund of the Chamber of Commerce, in that additional memberships transferred do not carry a gratuity benefit. Under the old rules it was possible that the heirs of a man holding a membership, who might have no interest in the association, could receive a gratuity of \$600 or \$700.

WYOMING.

Sheridan, Wyo.—The new eltr. of the J. W. Denio Mfg. Co., capacity 50,000 bus., has been completed. The new house is a duplication of the old structure and the construction is such that in appearance and arrangement it is one solid structure. Storage capacity of this company is now 100,000 bus. Ralph Denio, manager of the house, recently said that while conditions at present may not demand the large increase, the time is not far distant when the full capacity will be required.

Frederick Scully, sole heir of Lord Scully, the wealthy owner of farms in every section of the United States, and famous as the landlord of the largest corn area in Illinois, has bot 19,000 acres of raw, undeveloped land in La Fourche parish, Louisiana. The land was sold by Edward Wisner, of the Louisiana Meadows Co., to Mr. Scully, whose residence is given as Washington, D. C. The total amount paid for the land was \$76,000. The land, which will be developed and planted in corn, lies about 40 miles south and west of New Orleans.

Country Elevator Operators.

Chenoa, Ill.—Harrison Bros., Dwight, Ill., operate 2 eltrs. here; total capacity 100,000 bus.

Meadows, Ill.—Harrison Bros., Dwight, Ill., operate 2 eltrs. here; total capacity 150,000 bus.

Swygert, Ill.—Pontiac Farmers Grn. Co.; headquarters Pontiac, Ill.; F. E. Thompson, agt. in charge; eltr. capacity 17,000 bus.

Chicago Heights, Ill.—Wm. Konow; eltr. capacity, 6,000 bus.; on C. & E. I.; 19 years in business here; handles 30,000 bus. grain.

New Lenox, Ill.—H. N. Dickinson; eltr. capacity, 15,000 bus.; on E. J. & E.; in business here 10 years; handles corn, oats, rye, etc.

Wilmington, Ill.—Wm. Godel; eltr. capacity, 25,000 bus.; on C. & A.; in business here 6 years; handles 175,000 bus. corn and oats; also some wheat and coal.

Frankfort, Ill.—C. J. Meyers; eltr. on E. J. & E.; closed in Feb. 1909; H. F. Stellwagen; eltr. capacity, 25,000 bus.; on M. C. Ry.; in business here 1 year; handles corn, oats, coal, lumber, etc.; also operates eltr. at Spencer.

Normantown (Plainfield p. o.), Ill.—Kersten & Smiley; headquarters Plainfield, Ill.; G. H. Tower, agt. in charge; eltr. capacity, 25,000; on E. J. & E.; firm composed of G. F. Kersten and others; in business 8 years; also operate eltrs. at Wolfs and Plainfield.

Matteson, Ill.—Steger Grn. Co., Inc.; eltr. capacity, 65,000 bus.; on the E. J. & E.; 5 years in business here; handles 3,000,000 bus. corn and oats; C. L. Dougherty & Co.; headquarters, Chicago; J. P. Kier, agt. in charge; on M. C. Ry.; 11 years in business here; handles oats.

Wolfs (Wolfs Crossing), Plainfield p. o., Ill.—Kersten & Smiley; headquarters Plainfield, Ill.; agt. in charge, T. L. Hoodlemier; on E. J. & E.; firm composed of G. F. Kersten and others; in business 8 years; corn and oats handled; also operate eltrs. at Normantown (Plainfield p. o.), and at Plainfield.

Cayuga, Ill.—C. W. McDougall, eltr. capacity, 20,000 bus., on C. & A.; in business here 17 years, handles 100,000 bus. grain annually; house formerly owned by C. N. Coe & Co.; Pontiac Farmers Grn. Co.; headquarters, Pontiac, Ill. Geo. W. Collins, agt. in charge; eltr. capacity 30,000 bus.

Plainfield, Ill.—Barr Grain Co.; Chas. V. Barr, in charge; eltr. capacity, 30,000 bus.; on E. J. & E. R. R.; firm composed of Chas. V. Barr and C. B. Whipple; 19 years in business here; incorporated in March, 1909; principal grains handled, corn and oats; company also operates eltrs. at Caton Farm (Minooka p. o.), Ill., and Frontenac (p. o. Eola), Ill.

Elwood, Ill.—Wm. Schumacher; eltr. capacity 35,000 bus.; on C. & A.; in business here 10 years, handles 400,000 bus. corn & oats; handles coal and tile; also operates eltr. at Romeo (Lockport p. o.), Walter Schumacher in charge. J. C. Beattie; eltr. capacity, 35,000 bus., on C. & A.; in business here 28 years, handles 300,000 bus. grain; also operates eltr. at Blodgett (p. o. Elwood). Chas. Wood in charge.

Aurora, Ill.—S. A. Steck & Co.; eltr. capacity, 90,000 bus.; on C. B. & Q.; firm composed of S. A. Steck and Mrs. S. A. Steck; in business 3 years; handle hay, straw, corn, oats, and millfeed; eltr. formerly owned by John Sheets who sold to S. A. Steck. John Sheets; eltr. capacity, 60,000 bus.; on C. & N. W. and E. J. & E.; in business 29 years; handle all kinds of grain; 500,000 bus. annually.

Gardner, Ill.—J. W. Thornton & Son; eltr. on C. & A.; firm composed of J. W. Thornton and R. L. Thornton; in business here 10 years; handles 350,000 bus. corn and oats; also operate eltr. at Booth sta., Gardner p. o., on the C. C. & St. L.—Hargreaves & Drew; C. E. Drew, in charge; eltr. capacity 65,000 bus.; on C. & A.; firm composed of G. E. Hargreaves and C. E. Drew; in business here 3 years; handle 250,000 bus. corn and oats; also operate eltr. at South Wilmington.

Pontiac, Ill.—Pontiac Farmers Grn. Co.; grain and coal; two eltrs. here, one on Wabash and other on C. & A.; capacity 35,000 bus.; also operate houses at Cayuga and Swygert, capacity of the two, 47,000 bus.; company in business here 5 years; officials of the Pontiac Farmers Grn. Co. are: Pres., P. A. Balda; sec'y, Warren Collins; treas., Oliver Buland; gen. mgr., Geo. W. Brunsdill—Rogers Grn. Co., headquarters Chicago; J. R. Arnold, mgr. No. Div.; in business here 7 years; with com-

pany, 15 years; eltr. capacity 20,000 bus.; on L. C. R. R.; also operate houses at Griswold (p. o. Caseyville), Rugby, Eylar, McDowell, Manville, Graymont.

Odell, Ill.—Gulshen & Craven; eltr. capacity 50,000 bus.; on C. & A.; been in business here 8 years; handle 300,000 bus. grain annually. M. H. Craven is cashier of Bank of Odell. Mr. Gulshen formerly was in the grain business at Herscher 17 years ago; firm composed of B. Gulshen and M. H. Craven.—Odell Grn. & Coal Co.; eltr. capacity 60,000 bus.; on C. & A.; pres. of the company is S. J. Lyons; sec'y, M. C. Fonger; treas. and mgr., J. C. Tobey; member of the Chicago Board of Trade; in business here 7 years; handles 325,000 bus. grain annually.—C. A. Vincent; has 2 eltrs. on C. & A.; total capacity 100,000 bus.; firm composed of C. A. and L. G. Vincent; former has been in business here 42 years; handles annually 450,000 bus. of grain.

Dwight, Ill.—Harrison Bros.; have 2 eltrs. here, one on C. & A. and the other on the C. I. & S. R. R.; total capacity 50,000 bus.; in business here 8 years; handle 400,000 bus. grain annually; also operate eltrs. at Meadows and at Chenoa.—Boston & McClelland; grain, coal and lumber; Mr. McClelland in charge of grain business and Mr. Boston of coal and lumber; eltr. capacity 25,000 bus.; house is owned by E. H. Young, now traveling for W. A. Fraser Co.—Frank Gibbons, eltr. capacity, 25,000 bus.; on the C. I. & S.; in business here 3 years; handles 175,000 bus. grain annually; also operates house at Nevada, Ill.; Geo. L. Kern; eltr. capacity 30,000 bus.; owns the eltr. he operates; on C. & A.; in business here 10 years; handles 300,000 bus. grain annually; owns house leased by Frank Gibbons on C. I. & S. R. R.

Mexico Importing Corn.

A steady stream of American corn has been flowing into Mexico since the removal of the import duty on the cereal into that country. The action of the Mexican government in admitting corn free was taken in order to relieve conditions bordering on famine now existing in the southern republic. Large purchases of corn have been made, presumably by Mexican government agents, in the markets of St. Louis, Kansas City and Chicago. The growing crop in northern Mexico, which will be harvested early in March, it is said, will be sufficient to supply the needs of native consumers. At that time, it is supposed, the duty will be reimposed.

"The assertion that only yellow corn is sought by Mexican dealers is not exactly correct," said Agustin Pina, Mexican consul to Chicago. "While yellow corn is favored, white and mixed corn also are purchased and during the last few days I have been in receipt of telegrams requesting quotations on the last named varieties. From advices that I have received I would say that the Mexican government is in the market for \$500,000 to \$1,000,000 worth of American corn. In this connection it may also be said that not only corn is in demand in Mexico, but also beans, lard, etc.

"It should be understood," continued Consul Pina, "that the Mexican government is not making free distribution of the corn that is being purchased at this time to relieve famine conditions due to drouths and untimely frosts in the northern provinces of Mexico, but rather that the corn is being sold at prices equivalent to those that would have prevailed had there been no shortage in this season's crops. In this manner speculation in corn and other commodities, which would raise prices to a prohibitive point, is obviated and the cereal is brot within reach of the poorer classes of Mexicans who consume it in very large quantities."

In an effort to facilitate the present movement of American corn into Mexico the National Railways of the re-

public have made special rates on corn shipments. This rate in United States money is 37c per 100 lbs. on carload shipments of corn from Rio Grande crossings, shipside Vera Cruz, Tampico and Manzanillo and will extend to the City of Mexico and Pachuca. The rate reveals maximum rates where such rates may be higher than this special tariff covering these points. It does not, however, change the present rates to Monterey and San Luis Potosi. The present movement of corn into Mexico is reported as from 10 to 15 cars per day. Shippers are moving slowly, profiting by their experience 15 years ago when the duty was suspended and the rush of shipments which followed resulted in great financial loss to the shippers.

Millers Protest Telegraf Ruling.

A protest against the telegraf companies' ruling that non-dictionary words will be counted at the rate of 5 letters to a word has been made by A. L. Goetzmann, sec'y of the Millers National Federation, on account of the numerous names of brands not found in the dictionary and which form part of many messages sent out by millers as well as feed grinders and seedsmen. Mr. Goetzmann has requested the telegraf companies to issue a supplementary circular permitting the counting of brands registered at the patent office as single words.

Swindler of N. A. Grabill Is Pursued to Death.

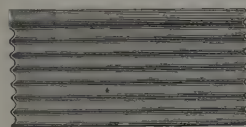
Newton A. Grabill, a well known elevator and mill builder of Daleville, Ind., a few days ago returned home from a 10,000-mile chase which ended in the death of a man who had goldbricked him out of \$3,500. Mr. Grabill got back just in time to prevent the partition of his estate, his creditors having asked this action by the courts, believing he was dead.

Mr. Grabill is 72 years old, but he is strong of body and determined of will. One day last June he was approached at the mill he operates in Daleville by a stranger who said he represented a brokerage firm in Chicago. A gold mine prospectus presented by the glib stranger proved irresistible bait to Mr. Grabill, who handed the supposed broker's agent \$3,500 in cash and made an appointment to meet him in Indianapolis and turn over the remainder of the amount he intended to invest.

At Indianapolis Mr. Grabill learned he had been tricked. Angry and sore with chagrin he took up the trail of the swindler. First it led to St. Louis and then to Denver. At last the fugitive fled to Mexico and Grabill, unfamiliar with the language, employed a native detective to aid in the pursuit. In a duel between the detective and swindler the latter was killed. His body was buried in the desert sands. Satisfied, Grabill set out for Indiana.

An attempted corner in rice on the Tokyo, rice exchange was recently prevented by the reading of a rescript of the emperor. The burden of the rescript was the necessity of economy. An operator named Matsumura sought to bull the market and had forced the price from 12 yen to 19 yen a koku. Consumers expected famine prices, when the reading of the rescript had the effect of immediately breaking the corner, the operator losing \$100,000.

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Supreme Court Decisions

Monopolies.—Contracts between two or more persons to obtain control of a pursuit or trade in a locality, or to keep up prices, are unenforceable.—*Citizens' L. H. & P. Co. v. Montgomery L. & W. P. Co.* U. S. Circuit Court, Northern District of Alabama. 171 Fed. 553.

State Regulation of "Foods".—The fact that a "food" may also be a medicine or possess medicinal properties does not exempt it from the operation of a state statute regulating the sale of foods.—*Savage v. Scovell.* U. S. Circuit Court, Eastern District of Kentucky. 171 Fed. 566.

Embezzlement by Broker.—Where money is deposited with a stockbroker as margins, the relation of debtor and creditor exists, the customer retaining no property in the money, and hence the broker cannot be guilty of larceny in using the money for his own benefit.—*People ex rel Mansfield v. Flynn, Warden of City Prison.* Supreme Court of New York. 118 N. Y. Supp. 533.

Agreement to Furnish Cars.—A promise by a conductor of a freight train to furnish cars for a particular shipment is enforceable against the railway company, where it appears that he had been intrusted by the company generally with this power and had been accustomed to exercise it.—*Georgia Coast & P. R. Co. v. Durrence & Sands.* Court of Appeals of Georgia. 65 S. E. 583.

Future Contracts Valid.—A contract for the purchase or sale of cotton for future delivery on the New York Cotton Exchange, made subject to the rules and by-laws of the exchange, which provide that actual delivery of the cotton shall be contemplated by such contracts and may be required thereunder, is valid, and not illegal as a wagering contract.—*Haven & Clement v. James.* U. S. Circuit Court, Northern District, Georgia. 172 Fed. 250.

Interstate Commission's Jurisdiction.—A Circuit Court of the United States is without jurisdiction to enjoin the establishment of an interstate freight rate by a carrier, or to enjoin the enforcement of a new rate which has been published and filed, before its reasonableness and validity have been passed on by the Interstate Commerce Commission.—*Houston Coal & Coke Co. v. Norfolk & W. Ry. Co.* U. S. Circuit Court, Western District, Virginia. 171 Fed. 723.

Passage of Title on F. O. B. Sale.—A parol sale at a specified price of certain wheat then in a storehouse, delivered "f. o. b. cars" at a named point, under a custom that the words "delivered f. o. b. cars" meant that the grain was to be delivered by the seller on board the cars before title passed, without any payment made on the price, was within the statute of frauds.—*Peacock Mill Co. v. Honeycutt.* Supreme Court of Washington. 103 Pac. 1112.

Suit to Compel Carrier to Transport Goods.—A suit to compel an interstate carrier to receive and transport property tendered for shipment is one to enforce performance of a duty imposed by general law, and within the jurisdiction of the courts, and the complainant is not required to resort in the first instance to the Interstate Commerce Commission.—*Louisville & N. R. Co. v. F. W. Cook Brewing Co.* U. S. Circuit Court of Appeals. 172 Fed. 117.

B. L.—Stoppage In Transitu.—While the right of stoppage in transitu may be defeated by the indorsement and delivery of an unconditional B/L to a bona fide indorsee for a valuable consideration without notice, yet, where the indorsee has notice of the facts or of a fact sufficient to put him on inquiry which will disclose the facts, the right may be exercised as against

him.—*Gass v. Astoria Veneer Mills.* Supreme Court of New York. 118 N. Y. Supp. 982.

Non-Member Cannot Enjoin Exchange.—A non-member of a stock exchange, organized as a voluntary association to afford facilities to its members in buying and selling stocks and bonds for others, may not enjoin the enforcement of an illegal resolution of the exchange; but the members thereof may disregard it, and seek equitable relief against any attempt to enforce it.—*Heim v. New York Stock Exchange.* Supreme Court of New York. 118 N. Y. Supp. 591.

Issuance of Warehouse Receipts by Owner.—A man cannot make a warehouse of himself as to his own goods, and by issuing and pledging warehouse receipts make a valid transfer as against his creditors of property which remains in his possession and under his control, without anything to distinguish it from his other property or to indicate that he is not the unqualified owner.—*Fourth St. Nat. Bank v. Millbourne Mill Co.'s Trustee.* U. S. Circuit Court of Appeals. 172 Fed. 177.

Negotiability of B/L.—The words "not negotiable," stamped on the face of a B/L, do not prohibit transfer of the bill and of the contract represented thereby by indorsement and delivery, as, under Code Civ. Proc. § 449, any contract is transferable and enforceable by suit in the name of the assignee, but the transferee of such a bill has only his common-law rights, and cannot avail himself of Factors' Act (Laws 1830, p. 203, c. 179) § 3, providing that an agent intrusted with the possession of a bill of lading shall be deemed the true owner thereof so far as to give validity to any contract for the sale of goods thereunder.—*Gass v. Astoria Veneer Mills.* Supreme Court of New York. 118 N. Y. Supp. 982.

Railroad Liable for Burning of Seed House on Spur Track.—In an action against a railroad company for damages from fire set out by its locomotive, a release of the company from all damages resulting from fire from locomotives while upon a spur track contracted to be built for plaintiff's use, or originating on that part of the right of way agreed to be furnished by plaintiff, was not ground for a directed verdict for defendant where there was evidence that the fire which was first discovered on the right of way was communicated thereto by the operation of defendant's passenger engine on the main track.—*People's Oil & Fertilizer Co. v. Charleston & W. C. Ry. Co.* Supreme Court of South Carolina. 65 S. E. 733.

Telegraf Error in Cipher Message.—In order to charge a telegraf company with liability for damages growing out of its neglect to correctly transmit a dispatch ordering the purchase or sale of a certain commodity, it is not necessary that the message should, on its face, disclose the nature of the business, so that the operator may understand its meaning as to the article, quantity, quality, and price. If enough appears in the message to show that it relates to a commercial business transaction between the correspondents, it will be sufficient to charge the company with damages resulting from its negligent transmission.—*Western Union Tel. Co. v. Blackwell Milling & Elevator Co.* Supreme Court of Oklahoma. 103 Pac. 717.

The National Starch Co. has defaulted on the interest on its first mortgage six per cent gold bonds which was due Nov. 1. The Corn Products Refining Co. took up the coupons of the 5 per cent debenture bonds of the subsidiary concern which failed to meet the interest on July 1. It is understood that arrangements will be made by which the \$522,000 of the National Starch Co. first mortgage bonds now held by the Corn Products Refining Co. will be exchanged for 5 per cent debenture bonds of that company, probably at considerably below par.

Date of Billing Must Govern; Interest on Advances.

On July the 24th, 1909, the Conrad Grain & Elevator Co. of Wood River, Neb., sold to the Hynes Grain Co. of Omaha, 10,000 bus. of No. 2 Hard Wheat at \$1.01½ cts. basis Omaha, Omaha weights, Omaha inspection, shipment by Aug. 10th, 1909. Car 27135 C, B. & Q. was loaded, sealed and bill of lading signed Aug. 10th, and waybilled Aug. 11th, 1909. The Hynes Grain Co. refused to apply car on above sale, but sold it on the floor of the exchange at 97½ cts., besides charging one cent commission.

Car No. 103394 C, B. & Q. was accepted on sale, settlement being made on shippers weights at Omaha when car was forwarded to Chicago, Hynes Grain Co., making returns after the Chicago A/S was received and charging shipper 29 days interest amounting to \$4.66.

Findings of the Committee: "In the matter of the arbitration of the claim of the Conrad Grain & Elevator Co., Wood River, Neb., vs. the Hynes Grain Co., for \$64.73, alleged to be due on shipment of C, B. & Q. 27135 from Kenesaw, Neb., and \$4.66 interest charge on C, B. & Q. car No. 103394."

The undersigned members of the Arbitration committee of the Omaha Grain Exchange, find as follows:

1st. That C, B. & Q. 27135 has been shipped from Kenesaw on Aug. 10th, 1909, billed to the Hynes Grain Co., and the Hynes Grain Co. be required to accept same and apply it on contract of July 24th, 1909, at 10,000 bus. of wheat bought from the Conrad Grain & Elevator Co., at \$1.01½ Omaha.

2d. That the Hynes Grain Co. were obeying the rules of the Omaha Grain Exchange in charging the Conrad Grain & Elevator Co. \$4.66 for advances made against car C, B. & Q. 103394, and that their action be sustained.

3d. That the costs of this suit be equally divided between the two contestants herein.

SEAL. (Signed) E. P. PECK, Chairman,
W. C. SUNDERLAND,
E. S. WESTBROOK,
F. T. SHINROCK,
JAS. WALSH.

Attest:
F. P. MANCHESTER,
Secretary.

Mexican duty on corn has been suspended thru the promulgation of a decree issued by the president Oct. 8. The action was prompted by the shortage of the corn crop and the hardships that the increase of prices has caused the poorer classes of the republic. A bill has been introduced to exempt beans from the payment of duty during the same period—until March 31, 1910.

Revised estimate of Russian wheat and rye crops has been issued by the central statistical committee of the government, highest authority in the empire. The revised estimate, with comparisons with the preliminary and final last year are as follows: Winter wheat revised, 206,400,000 bus.; preliminary, 165,600,000 bus.; final last year, 147,200,000 bus. Rye, revised, 823,200,000 bus.; preliminary, 684,800,000 bus.; final last year, 728,000,000 bus.

Lower prices on American wheat are predicted by Alexander Werner, proprietor of the Germania Mills, Mannheim, Germany, who is in this country after visiting Argentina, Russia and Roumania, the other great wheat producing countries of the world. He states that his judgment is based on his observations in this and the other countries named. He states further that while it is impossible to purchase any wheat at this time, he has made contracts for January wheat at a figure which indicates that the price is expected to go down. "When the demands of home consumers are exhausted there is sure to be a tumble in the market price of wheat," said Mr. Werner. "This for the reason that the crops in the other wheat producing countries are big enough to cause the Americans to meet the prices at which these other countries can sell."

Seeds

The J. F. Noll Seed Co. has been incorporated at Newark, N. J., with \$100,-000 capital stock.

Seeds in sacks from Chicago to Halifax, N. S., and St. John, N. B., are given a rate of 40c in ICC 2130, Wabash, effective Dec. 7.

A drying and storing warehouse for seed corn is being fitted up at Litchfield, Minn., by the Cargill Eltr. Co., which bot the house of P. E. Hanson at that point.

Clover seed is moving slowly and farmers are holding for higher prices. The crop is considerably short of last year.—A. S. Boulton of Cargill Elevator Co., Minneapolis, Minn.

The Grand Trunk has filed ICC 1294, effective Dec. 4, embracing rates on seed inspection, grading, cleaning, weighing, sacking, change of destination, ownership or consignee at Buffalo.

The Minneapolis Seed Co. has just completed its new fireproof warehouse at Minneapolis, Minn. It is thoroly up to date, of concrete and brick and is equipped with electric freight lifts. The house is situated on the C. M. & St. P. tracks, with switching facilities to every other road in Minneapolis.

Baltimore received 8,365 bus. of clover seed and 5,428 bus. of timothy seed during October; against 1,463 bus. clover and 4,780 bus. timothy seed during October, 1908. Exports during October included 327 bus. clover seed and 1,532 bus. timothy seed; against 1,086 bus. clover seed and 3,037 bus. timothy seed during October, 1908, as reported by James B. Hessong, ass't sec'y of the Chamber of Commerce.

The preliminary estimate of the crop of flaxseed, as given out by the United States Dept. of Agri., is 25,767,000 bus.; compared with the production in 1908 of 25,805,000 bus. The production of beans, expressed in percentage of a full crop, is estimated at 82.5, compared with 79.1, production in 1908; clover seed, 52.4, compared with 90.8, final estimate in 1908; millet seed, 74.9, compared with production in 1908 of 79.1.

A big shortage in seed corn in Iowa may result on account of the heavy frosts experienced in that state on Oct. 12 and 13. At that time the cobs were filled with moisture, it is said, and the cold was sufficient to freeze them and keep them frozen several days. This was sufficient to impair or kill the germinating qualities of the corn. It is feared that in some localities, at least, 50 per cent of the corn will not germinate.

Hamburg, Germany, Nov. 17.—[By cable to I. L. Radwaner.] The English crop of red clover seed is a complete failure, requirements there being extremely large. Very few scattered sections of Germany have harvested insignificant quantities. This country has to import such a great amount of seed, as was not required for quite a long time. In Bohemia and Moravia, crops are nearly a total failure. Cannot export, but import already freely. Austria must import heavily. Hungary has a poor crop. They are exporting some cheaper grades, but later on will have to import better qualities. Poland and North Russia must import, owing to failure of crops. Italy

has a very light, new crop. Chili has half an average output. France has quarter of an average yield. Old supplies nearly exhausted. South Russia as turns out now has overestimated the crop. The yield is good, but not so enormous as was anticipated, and the available supplies will scarcely suffice to fill the extremely big European requirements.—R. Liefmann's Sons Successors.

Chicago received during the week ending Nov. 20 962,900 lbs. timothy seed, 13,600 lbs. clover seed, 1,185,800 lbs. other grass seeds and 50,880 bus. flaxseed; against 1,104,600 lbs. timothy seed, 290,500 lbs. clover seed, 823,700 lbs. other grass seeds and 680,600 bus. flaxseed during the corresponding week of 1908. Shipments for the week have been 232,150 lbs. timothy seed, 80,000 lbs. clover seed, 1,291,000 lbs. other grass seeds and 4,600 bus. flaxseed; against 356,500 lbs. timothy seed, 91,500 lbs. clover seed, 523,200 lbs. other grass seeds and no flaxseed during the corresponding week of last year.

London, Eng.—A fair business passing in spring sowing seeds, including both clover and grasses. The new crops of red come slowly out. English is practically ruined, but Russian and Hungarian are fair; French and German below the medium; Chilian good. Prices in general high. Alsikes show fine samples with reasonable prices. Whites; yearling samples fine, new seed poor quality; prices high. Trefoil scarce and high in price. Grasses, fair samples, unchanged prices.—John Pickard & Co.

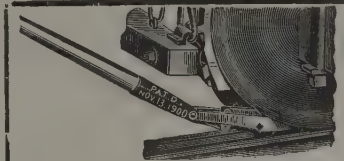
London, Eng.—Yearling English reds naturally finding a ready market. The difficulty is to know which and what foreign seeds must replace our shortage. Russia has fine crop, but Germany buying, and prices have started high. Hungarian reds coming out more freely at easier prices, but French qualities very ordinary. However, large stocks of good quality held over. Chilian crop good, but offerings moderate. Alsike prices unchanged, and qualities good. White and trefoil higher.—Corn Circular.

Receipts of clover seed at Toledo for week ending Nov. 20 were 600 bags; compared with 2,831 bags received corresponding week last year; to date this season receipts have been 22,519 bags; compared with 72,166 bags received to corresponding date last year. Shipments of clover seed from Toledo for week ending Nov. 20 were 515 bags; compared with 2,450 bags shipped corresponding week last year. To date this season shipments have been 4,837 bags; compared with 25,000 bags shipped to corresponding date last season.

Clover seed prices drifted downward last week. Bears had their hammers out. Eastern buyers still holding off. Offerings moderate, but fresh speculative demand has been lighter. Receipts have been much smaller. The crop appears to be mostly in the show-windows, here and at the other leading centers. December delivery date is rapidly approaching. Will the December longs let go next week? Many always run away from the actual goods. Present premium almost pays the cost of carrying. Guess what the spring demand will be, and we will tell you whether March seed will go to eleven dollars or sink below eight. It is a long time until March and there will probably be numerous decided fluctuations in the meantime. European crop is short. England has failure. Russia has surplus, but our present prices will not attract it.—C. A. King & Co.



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GRAIN DEALERS JOURNAL, 256 La Salle St., CHICAGO

Feedstuffs

The Southwestern Alfalfa Growers Federation was formed Nov. 4 at El Paso, Tex., by growers from New Mexico, Arizona, Mexico and western Texas, the object of which is to secure better interstate freight rates and open up a larger market for their product.

Errors arising in quantitative analyses of linseed cake and linseed meal are pointed out by J. C. Schoute in *Landw. Vers. Stat.*, 70 (1909), No. 3-4, pp. 181-247. False deductions due to the unequal size of the particles composing the feed are eliminated to a large extent by the use of an ocular mesh-micrometer and a method described by the author.

Pure food requirements of the Michigan state law include the provision that when packages of any mill products of wheat, corn, rye, buckwheat, or compound of the same, are sold by the barrel or fractional part thereof, there must be printed or stamped on the face label of each and every package, in plain English letters and numbers not less than one-half inch high, stating not only the net weight in pounds of the product contained therein, but also the content in barrels or fractional parts thereof.

An artificial process for curing alfalfa hay has been perfected by H. D. Underwood, manager of the Salina (Kan.) Alfalfa Meal Co., according to recent claims made by him. He declares that the new process not only cures the hay quickly, but that it comes out a No. 1 grade and of exceedingly fine color. The inventor is not yet ready to make public his plan, but he states that the cost per ton will not exceed \$1. If successful it is believed that thousands of dollars might be saved annually by the introduction of the new method of curing.

Alfalfa is sensitive to a sour or acid soil, and it is a mistake to try to grow it where sorrel grows or where red clover fails to grow. Limestone land is sweeter than land that does not contain natural limestone; therefore to sweeten land for seeding to alfalfa applications of ground rock are required for correcting the acidity of the soil. About two tons of lime-

stone to the acre will be found sufficient, but a large amount will do no injury; instead it will stay in the soil and preserve its sweetness. If caustic lime is used, one-half or less than ground limestone is needed.

Today many of our greatest fortunes have been made from the thrifty handling of waste products of the factory. We sometimes wonder if our subscribers have been fully alive to the opportunities which are almost constantly confronting them along this line. Around every elevator there is a large quantity of grain which, because it becomes mixed with other grains, has to be separated or otherwise it is practically wasted. Our poultry friends tell us that mixed grain is better for poultry than any single grain. Hence it would appear that here is a market for all mixed grain. Furthermore, we learn that in a small suburb, about twenty miles from Chicago, one firm alone handled last year nearly twenty carloads of mixed poultry feed put up by one Chicago firm.

Alfalfa Meal in Disfavor.

Alfalfa meal, in its usual form of a fine powder, is falling into disfavor, and the prediction has been made that unless the alfalfa millers can combine the meal with other grains, or mill it in different form for consumption by live stock, the alfalfa milling industry, which has boomed for several years, will gradually decline to the point of extinction.

Otto Weiss, a pioneer in alfalfa milling, recently said: "The alfalfa millers simply will have to remodel their machinery so as to make a mixed ration of alfalfa and grains or quit business. Already the fine, powdery meal shipped east by the majority of the Kansas and Oklahoma mills is being turned down by the trade as not up to expectations. I made that sort of meal years ago, and discovered that it wouldn't do. The eastern trade is calling for something that won't choke a horse or cow in the eating.

"The result of this is that the demand for alfalfa meal is no greater than it was a year ago, when, as a matter of fact, it should be much greater. Alfalfa hay is eagerly sought in the east, but freight rates on such a bulky product are prohibitive. Alfalfa meal is the solution, but the manufacturing of an adaptable meal is a problem in itself."

Feed Factory of Chas. A Krause Milling Co. Burned.

The plant of the Charles A. Krause Milling Co., Milwaukee, was practically destroyed by fire Nov. 22; loss from \$100,000 to \$150,000. The company was one of the largest exclusive feed manufacturers in the country. Recently it had been engaged in building an eltr. for storage purposes and an addition more than doubling the original structure. The storage capacity of the company was over 200,000 bus. of grain and with large capacity for storage of sacked cottonseed meal, distillers' grains and malt sprouts. The plant had been running night and day.

Exports of Glucose, Corn Oil and Cake.

During the nine months prior to Oct. 1 we exported 68,887,076 lbs. glucose, 37,945,048 lbs. corn oil cake and 18,972,982 lbs. corn oil, against 76,838,042 lbs. glucose, 44,564,619 lbs. corn oil cake, and 16,230,908 lbs. corn oil for the corresponding period during the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 194,314 bus. was exported during the nine months prior to Oct. 1, against 50,930 bus. during the corresponding period of 1908.

Broomcorn valued at \$224,449 was exported during the nine months prior to Oct. 1, against \$180,414 during the corresponding period of 1908.

Malt amounting to 104,661 bus. was exported during the nine months prior to Oct. 1, against 108,778 bus. for the corresponding period of 1908.

Linseed oil cake amounting to 430,319,644 lbs. was exported during the nine months prior to Oct. 1, against 490,307,081 during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Grain Dealers Journal is O. K. I not only enjoy reading it, but get much helpful information from its columns.—W. H. Richardson, traveling auditor, Western Eltr. Co., Winona, Minn.



Plant of Chas. A. Krause Milling Co., Milwaukee, Wis., as it appeared before the fire of Nov. 22, 1909.

A New Kind of Corn From China.

A small lot of shelled corn, of a kind that is new to this country, was sent to the U. S. Department of Agriculture from Shanghai, China, in 1908, and tested the same season. It proved to have qualities that may make it valuable in breeding a corn adapted to the hot and dry conditions of the Southwest. The plants raised in the test averaged less than 6 feet in height, with an average of 12 green leaves at the time of tasseling. The ears averaged $5\frac{1}{2}$ inches in length and $4\frac{1}{4}$ inches in greatest circumference, with 16 to 18 rows of small grains. On the upper part of the plant the leaves are all on one side of the stalk, instead of being arranged in two rows on opposite sides. Besides this, the upper leaves stand erect, instead of drooping, and the tips of the leaves are therefore above the top of the tassel. The silks of the ear are produced at the point where the leaf blade is joined to the leaf sheath and they appear before there is any sign of an ear except a slight swelling.

This corn is very different from any that is now produced in America. Its peculiar value is that the erect arrangement of the leaves on one side of the stalk and the appearance of the silks in the angle where the leaf blade joins the sheath offer a protected place in which pollen can settle and fertilize the silks before the latter are ever exposed to the air. This is an excellent arrangement for preventing the drying out of the silks before pollination. While this corn may be of little value itself, it is likely that, by cross-breeding, these desirable qualities can be imparted to a larger corn, which will thus be better adapted to the Southwest.

The discovery of this peculiar corn in

China suggests anew the idea that, although America is the original home of corn, yet it may by some means have been taken to the Eastern Hemisphere long before the discovery of America by Columbus. From descriptions in Chinese literature corn is known to have been established in China within less than a century after the voyage of Columbus. But this seems a short time for any plant to have become widely known and used. Besides, this particular corn is so different from anything in the New World that it must have been developed in the Old World, and for that to happen in a natural way would take a very long time. These ideas are brought out in Bulletin 161 of the Bureau of Plant Industry, which gives also an account of some cross-breeding experiments with the new corn and the changes which crossing produces in the grains the same season.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the nine months prior to Oct. 1 amounted to 172,922,032 lbs., against 172,130,150 lbs. imported during the corresponding period of last year.

Exports of rice, rice bran, meal and polish during the nine months aggregate 51,530,942 lbs., against 37,562,711 lbs. exported during the corresponding period of 1908.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the nine months 5,376,563 lbs., against 5,918,398 lbs. during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Hay.

Hay amounting to 45,663 tons was exported during the nine months prior to Oct. 1; compared with 56,883 tons exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Beans.

Beans (including dried peas prior to July 1, 1909) amounting to 2,822,055 bus. were imported during the nine months prior to Oct. 1, against 1,901,865 bus. during the corresponding period of 1908.

During the nine months ending Oct. 1 we exported 214,986 bus. of beans and dried peas of domestic and 42,228 bus. of foreign origin; compared with 182,329 bus. domestic and 25,714 bus. foreign origin exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Three mortgages on his grain crop were given by J. C. Murray, a farmer of Lewistown, Mont., and finally he was forced by the courts to pay them in the order set forth by the judicial authorities.

The third annual corn exposition at Omaha will be held Dec. 6 to 18. To make the show attractive to farmers \$50,000 in prizes are offered with other prizes in the form of cups and trophies. About 30 states will be represented by exhibits which will include specimens from agricultural colleges. The government exhibits which have been at the Seattle exposition will be taken direct to Omaha.

Quaker Quality Chicken Feeds Are Made to Suit All Poultry Needs

Poultry "Cranks" are feeding "Cranks." There is a reason for this; because to get the highest egg production hens must have variety. Quaker Quality brands have been in quick demand because they are qualified to fill this important want.

Elevator men and grain dealers who have Quaker Quality Chicken Feeds in stock are able to meet and supply all the demands of any customer. They make money and build business for all who handle them. Here is the list of Brands:

Quaker Scratching Grains
Schumacher Scratching Grains
Blue Ribbon Scratching Grains
Purity Hen Feed
Prize Winning Hen Feed
American Hen Feed

Quaker Little Chick Feed
Schumacher Little Chick Feed
Blue Ribbon Little Chick Feed
Purity Little Chick Feed
Prize Winning Little Chick Feed
American Little Chick Feed

Our unequalled buying and manufacturing facilities explain our ability to quote absolutely the lowest prices possible on perfect goods—Quaker Quality. Send for samples or get our quotations to-day.

The Quaker Oats Company FEED DEPT. **Chicago, Ill.**

Supply Trade

A Thanksgiving Recipe

To make the gray old world more gay,
To cheer a pal along the way,
To paralyze the blooming blues,
To dodge a tempting glass of booze,
To show yourself that life's worth while.
To beat a grouch by half a mile,
To bring new light to faded eyes,
To nail a liar in his lies,
To medicine a thousand ills,
To sidetrack inconvenient bills,
To take the venom from a sting,
To win a heart—or anything,

SMILE!

Advertise and the world trades with you,
Sleep and they'll leave you alone.

L. Buege, elevator builder, Minneapolis, Minn., has moved into new offices at 224 Boston Block.

H. C. Robinson has resigned his position as secretary and general manager of the Robinson Co., Muncy, Pa.

C. F. Byerly, Illinois representative of the Winters-Coleman Scale Co., is now located at 42 E. Van Buren St., Chicago.

The patents on the Osgood Automatic Scale have been purchased by the Winters-Coleman Scale Co., of Springfield, O., who will manufacture the scales henceforth.

The Strong-Scott Mfg. Co., Minneapolis, reports business is as good as could be expected. They say they usually look for a slump at this time, but it keeps up nicely.

A call has been issued for a meeting of the National Gas and Gasoline Engine Trades Ass'n, to be held at the La Salle Hotel, Chicago, Nov. 30, Dec. 1 and 2. The program and papers will be of interest to every one who is associated with the gas and gasoline engine industry.

G. A. Polley of the Power Appliance Mfg. Co., Minneapolis, reports: business is good, considering the season and results from the installations we have made of the Sonander Automatic Scale have been very satisfactory.

The Burrell Mfg. Co., Kankakee, Ill., has increased its capital stock from \$25,000 to \$50,000. This, we understand, has been done to take care of the increasing demands of this business.

N. A. Grabill, formerly of Daleville, Ind., who disappeared so suddenly last summer, has returned to Indiana and located at Anderson, where he will resume his occupation as contractor and builder of grain elevators and mills.

An intelligent selection of media based on a thorough knowledge of the product, combined with copy that penetrates the understanding of the average reader and burns into his memory a few impressive facts about the commodity in such a way as to imbue him with a desire to possess it is the only thing that will secure to the advertiser any permanent returns from his investment.—Truman A. De Weese.

The Sheffield Gas Power Co. announces that it has succeeded to the business of the Weber Gas Engine Co., which has recently been in the hands of receivers. The factory has been in continuous operation during the receivership, so that there has been no delay in filling orders. The officers of the new company are Geo. M. Hawes, Pres. He is a graduate of the Massachusetts Institute of Technology and has many years of experience in machinery, gas engine and electrical work. Fremont Field is Vice-Pres. and Treas. of the company. He comes to this concern from the Old Gas Power Co., where

he filled the position of General Sales Manager. W. H. Sippler, a graduate of Harvard and Brown Universities in electrical and mechanical engineering, is Assistant Sales Manager. With such an organization this firm is in fine condition to carry on and develop the work of this concern.

The Foos Gas Engine Co., Springfield, O., reports an order from the Hazel-Atlas Glass Co., Wheeling, W. Va., for 6 150-H. P. three cylinder vertical Foos Engines. This is only one of the many orders recently received, and the company is now working two shifts to the full extent of their equipment in their endeavor to keep up with orders. The prospects are they will have to enlarge their facilities very shortly.

The Witte Iron Works Co., Kansas City, Mo., through its representative, the Moran Engineering Co., Seattle, Wash., has been awarded the medal of highest award on Witte stationary gasoline engines at the Alaska-Yukon-Pacific Exposition. This award was originally given it by the regular committee, but as some of the exhibitors objected, a superior jury of awards was appointed, and after due consideration, sustained the decision of the first judges.

The Link-Belt Supply Co., Minneapolis, reports the sale of a 900-H. P. rope drive to the Northwestern Consolidated Milling Co., Minneapolis. Also several complete elevator outfits of machinery going into Montana. This company is installing an automatic dishes elevator in the new Hotel Radisson, Minneapolis. It is also installing a coal and ashes elevator in the new Hotel Rogers, and one in the Nelson Paper Co. plant. Also a coal elevator and steel storage bins for the Midland Linseed Oil Co.

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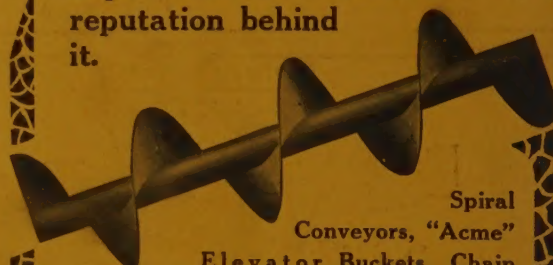
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